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316 • October 1999

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TakingItEasy

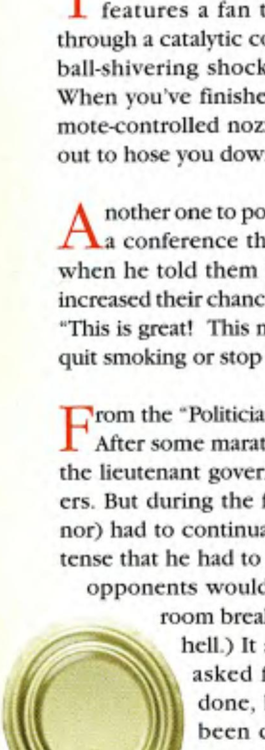
This month's Amazing Yet **Useless Fact:** An ostrich's eye is bigger than its brain. (Don't know how you can use this knowledge, we're just passing it on.)

Over a period of five years, **he was mugged 83 times,** which required hospital treatment on 20 occasions. Among other things, he was battered over the head with a pipe, stabbed, and shot. His injuries included a broken nose, a severed ear, a fractured skull, and broken ribs. Lost in all these melees was more than $2,000 in cash, four cars, and a mess of groceries. The police eventually offered him a walkie-talkie to call for help, but he declined, knowing that it would probably be stolen. Some days it just doesn't pay to get up (in this case he should have stayed in bed for five years).

There's a state-of-the-art toilet invented by the Japanese. It features a fan that automatically sucks toxic fumes through a catalytic converter and a heated seat that limits the ball-shivering shock of **a bare ass on cold porcelain.** When you've finished doing what you sat there to do, a remote-controlled nozzle (with three pressure options) slides out to hose you down. (It sells for $700.)

Another one to ponder: A Canadian geneticist announced in a conference that some Newfoundlanders were happy when he told them that they possessed a genetic flaw that increased their chances of heart disease. **Their reaction?** "This is great! This means we're doomed so we don't have to quit smoking or stop eating fatty foods."

From the "Politicians Do The Strangest Things" Department: After some marathon sessions, a state senate agreed to let the lieutenant governor retain his traditional presiding powers. But during the fierce debates, he (the lieutenant governor) had to continually remain at the podium. Things got so tense that he had to **urinate into a pitcher** because opponents would have won votes if he had taken a rest room break. (Now I don't get this bit, but what the hell.) It seems the director of the State Archives asked for the pitcher when all was said and done, but the lieutenant governor said it had been discarded. What do you suppose they wanted to do with it? Put it in the Archives?



We've been relegated to wormhood. Biologists announced that they have now mapped out all the DNA of a multi-cell animal (a microscopic roundworm with 19,099 genes). They told a leading newspaper that the disclosure had a profound effect on their ability to do the same for humans in the future. They said, "In the last ten years, we have come to realize **humans are more like worms** than we ever imagined." (I don't take too kindly to that conclusion.)

Here's one right out of a James Bond movie. They now have a **small cannon** that shoots a high-speed blast of quick drying foam that hardens fast and has the strength of cement, enabling troops to cross from building to building. (The mind reels from the constant influx of new and amazing feats of invention.)

In their zeal to put a new slant on the famous card game, the Canadians have invented a game called Cowboy Poker. Four or five professional bull riders go into an arena with a card table and chairs, and it appears as though they're **playing poker** to the audience. Then a bull is let loose into the arena. Each player in the game has to keep one hand on the table for as long as possible after the bull has been released. Because the bull is trying to smash the table to pieces, the job at hand (pardon the pun) is made quite difficult. (Sounds like these guys are bikers to me.)

The Seattle Police Department ordered the 26 employees in its fingerprint unit to attend a mandatory half-hour safety class in—now get this—**how to sit down.** Three of the unit's employees had filed worker compensation claims for injuries occurred as they were trying to sit on chairs with rollers. The proper technique (according to a memo) is "Take hold of the arms and get control of the chair before sitting down." (Oh, is that how it's done!)

Another nifty Nippon invention: a child's anti-bed-wetting machine. It measures the depth of a child's sleep, how full the bladder is, and sounds an alarm when it's time to get up and go. It has **a few glitches** through: It only works on children, it's bulky to wear to bed, and it doesn't always wake the child. The device costs about $1.7 million in government grants to develop, which lead some pediatricians to demand that nature be allowed to take its course.

From our "Sex With Animals" File: Strong male flour beetle's spiny penises can scrape previously deposited sperm from females to allow their own sperm to prevail, but some of the scraped sperm remains on the penis during the male's next conquest **(within a matter of minutes).** Consequently, the subsequent female is sometimes impregnated not by the current male but by the residue sperm of a male she has never encountered. (I've heard this happens to hookers as well.)

And this late-breaking **news flash**: The world's termites outweigh the world's human population 10 to one. (See? *Easyriders is* an educational publication!)

Easyriders®

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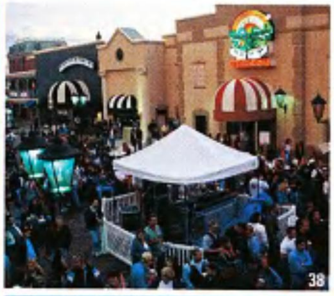
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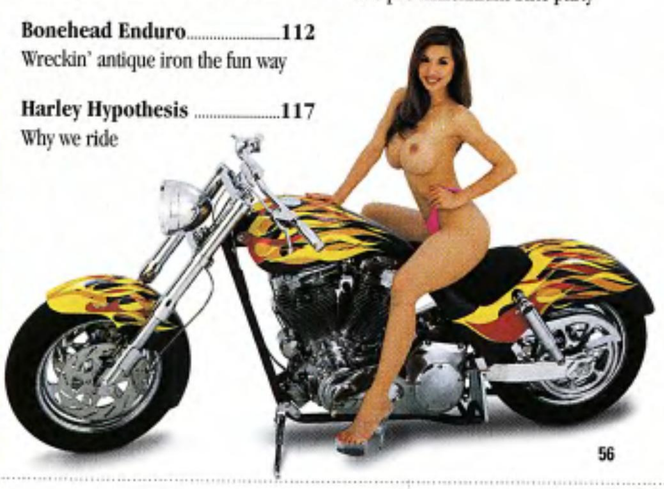
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Cover photos: The lovely Francine Dee on Russ Tom's Twin Cam Terror by Raiko Hartman; Paul Lazar's '97 Softail by Mike Lichter. Imaging by Daniel Ferguson.

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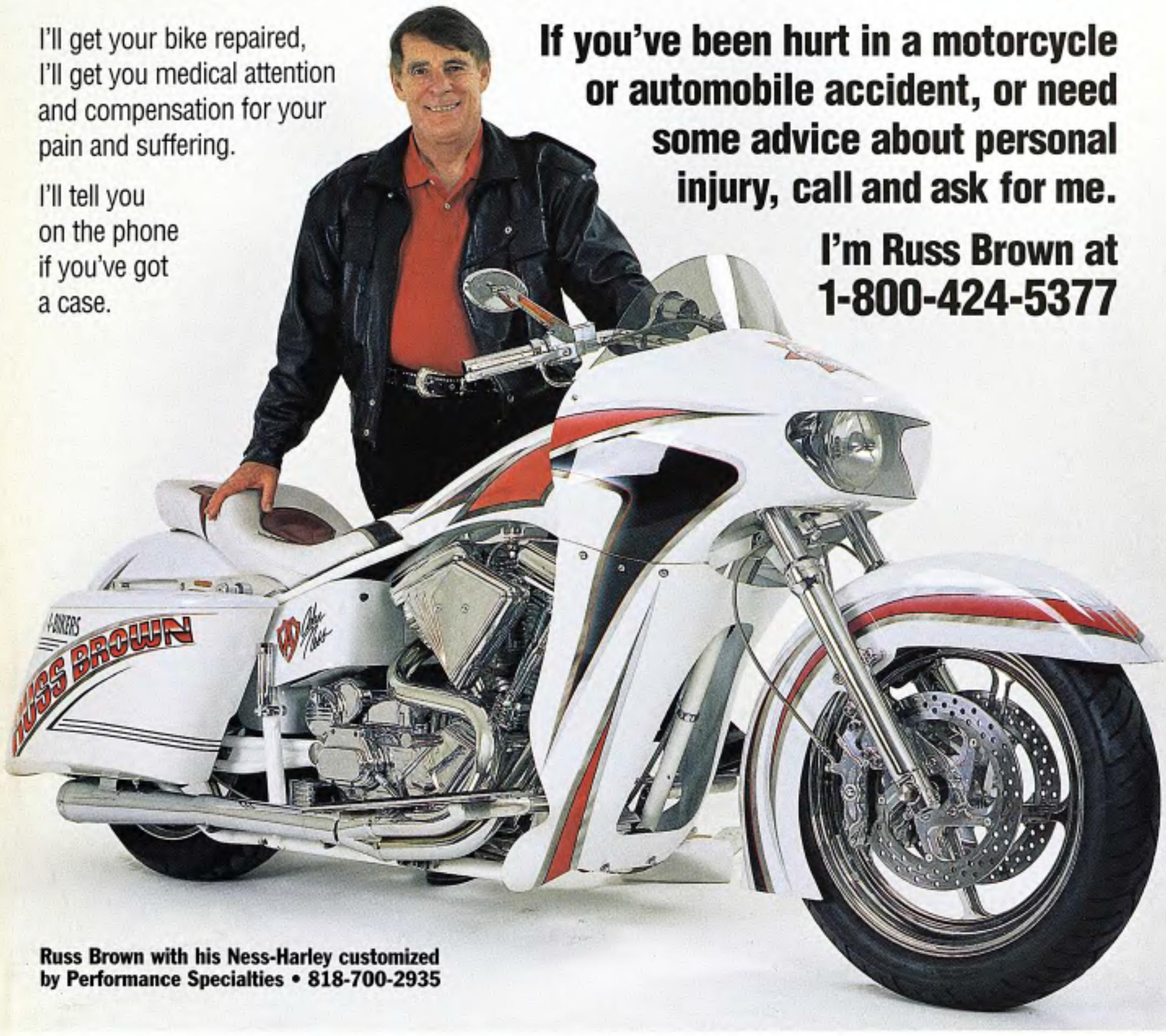
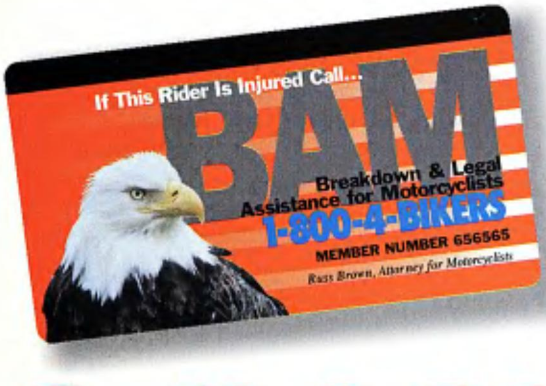


Russ Brown with his Ness-Harley customized by Performance Specialties • 818-700-2935



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WordMonger

Perfect Title

In the July issue you featured Shawn Smith's 1946 "Knockout Knucklehead" (perfectly titled, I might add). The bike is not only a flawless piece of work, but the painted flames are the best and most realistic I've ever seen.

Shaun Parker
Granite City, Illinois

Demands Apology

I'm sure you pricks won't publish this letter, but on behalf of all exotic dancers, I am compelled to write you. In my 17 years as a dedicated Harley rider and *Easyriders* reader, I have never belittled professional women—especially exotic dancers.

I recently purchased your May issue and was perplexed by the article titled "Exotic Dancer." Do you people have any respect for women? Especially professional women? When I read the headline "Exotic Dancer '99 Guide: Where To Find The Hottest Harlots," it inferred (sic) that you people are calling all dancers whores.

For you pricks to save face, your magazine needs to apologize to all exotic dancers. Professional women do not deserve that type of denouncement.

Allen Lee
Fayetteville, N.C.

Are you kiddin'? We here at Easyriders love women, especially naked women.

It's Next Year Already

1993: Are you going to Daytona? No, I'm too busy, but definitely next year. 1994: Going to Sturgis? Maybe next year. Gotta make money. 1995: Laconia? No time, gotta work. 1996: How about Four Corners? Can't, but next year for sure.

After six years of hit or miss bike rallies, this is it for me. Campgrounds, hotels, and motels want their money by April 1. Uncle Sam wants his by April 15. Maybe I'll have to wait and go next year.

How much younger will I be next year? Will I have more money or more energy? Will my bike be newer? Hell, no! And just who is Uncle Sam anyway? I did my part for my country. I killed little people to save the world from communism. Besides, in a democracy the citizens run the country. I'm a citizen, so this year I'm going to owe myself my tax money and pay me later. I'm sending my money to the hotels, motels, and campgrounds. I'm going to Laconia, Sturgis, Easyriders Rodeos, Biketoberfest ... I just realized this *is* next year.

Rain
Brockton, Massachusetts

Silicone—It's Not Just For Boobs

Enjoyed the article on vibration dampening with rubber (June 1999) but you missed one of the cheapest dampening tricks I know. Just shoot your handlebars full of household silicone. I ride a '92 Heritage that had buzzy bars. After filling them with silicone, I've ridden in comfort for six years.

To install silicone, remove your twist grip and the left grip or drill a small vent hold in the left grip end. Remove the wire loops and cover the holes with tape. Insert the caulking gun tip in one side and start pumping until the silicone comes out the opposite end of the bars. Have two tubes of silicone available so you can fill the bars in one shot. Remove the tape and reassemble the grips. Be sure to insert the wire loops before the silicone dries.

Al Copp
Fair Haven, Michigan

Give The Man His Bones!

Seems to me that a builder who consistently grabs number one spots in a wide range of classes, like Eddie Trotta of Thunder Cycle in Ft. Lauderdale, Fla., would score a little more recognition from you guys. Give the man his bones! He's earned them. His creations are long and low, his fabrication is tits (real tits, not them blow-up jobs), and his bikes not only look fast, they are fast!

Crazy
Florence, Colorado

In Between Bites and Swigs

In between bites of raisin pie and swigs of Jack Daniel's could you take a minute to tell me where I can get a disc setup for a 19-inch Invader 5-spoke wheel? I've got it on a square chrome girder front-end mounted on a '64 swingarm frame that's been raked 24 degrees. I really like the wheel and don't want to change it if I don't have to.

I suppose I could run without a brake up front, but since it's powered by a 1776cc VW motor with a Weber, I'd really like to be able to stop if I have to. I've got wheelie bars on it, too, made from truck springs. But that doesn't help it stop. I'm running regular VW brakes (juice) on the rear with all the bike stuff, less engine, in front.

Big Jim
Manfield, Ohio

Performance Machine has the fix for you. Call (714) 523-3000.

A Word of Thanks

My ol' lady and I were traveling south on I-75 when our van started to overheat. Not knowing the area, we exited the freeway and pulled into an Easyriders Store parking lot. Even though there was an Easter bike show and sale going on, the bros there allowed us to use the parking lot to fix the problem. We were treated very well. They asked if we needed any help or use of tools. One young bro even offered the use of his scoot to go get parts.

We wish to thank all of the bros at Easyriders Atlanta, #56 Hwy. 81 West, McDonough, Ga., for treating us so well.

Harley and Gerri
Doyleston, Ohio

A Word From The Drooler

Just when you think life is good and you have all the toys, something else comes along ... like the "Night Train" on page 84 of *V-Twin*. What an awesome looking ride! Now I'm drooling. Then I get to pages 99-104. Woooo Hoooo! Who is that beautiful lady? Now my jaw hits the table. Damn! Can't decide which I'm lusting for more, the bike or the babe. Well, I know where my nearest dealer is so I've got the bike covered. Now about the babe! Another photo please!

Chris Lewandowski
Thousand Oaks, California

Here ya go, Drooler. Now you can look at both of them again.

Wants The Real Thing

Can't you guys find any models with real tits? Scarred nipples are like dents on the sides of your custom bike gas tank. Get rid of those jelly bag bitches or put them in a tear-out, throw-away section of the mag. There's nothing more disheartening than grabbing a bag of silicone.

Jim G.
Oswego, Illinois

Wants More Jelly Bag Bitches

A lot of guys may not like fake boobies but I just love 'em. My ol' lady's had three kids and her milk sacks were hangin' down to her knees. Now after a trip to the body shop she's pert and those pups are big and meaty! Give us more stuff like the Heavenly Hooter Quiz. Bazooms forever!

Bill Preem
Jacksonville, Florida

Will you guys make up your mind? In the meantime, check out the massive ta-tas on Francine on page 56.

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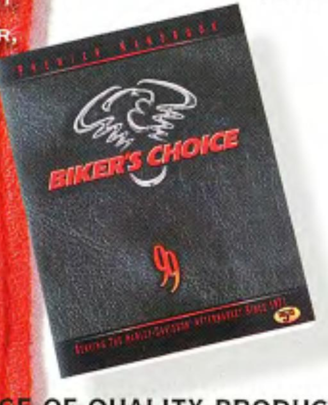

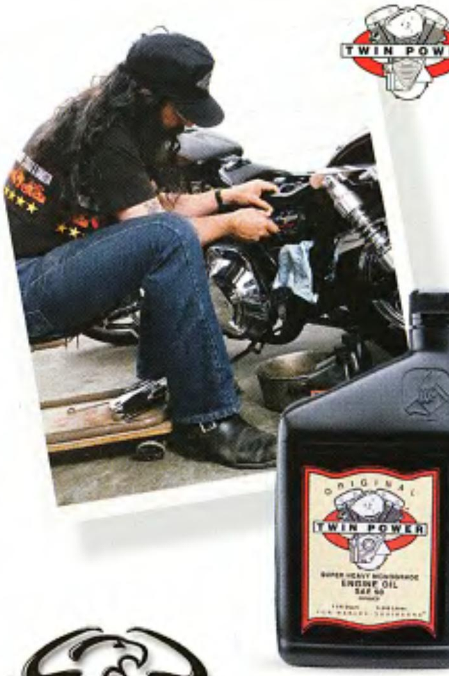

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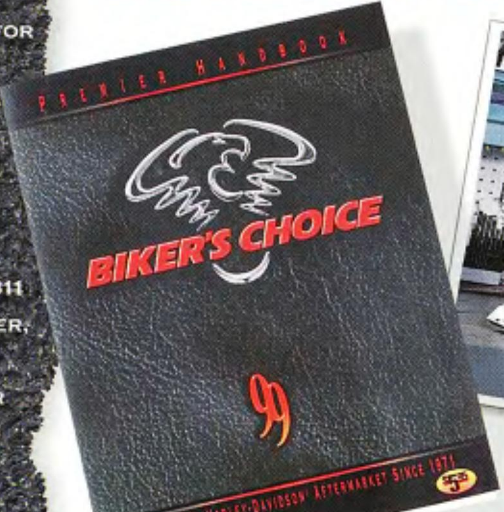

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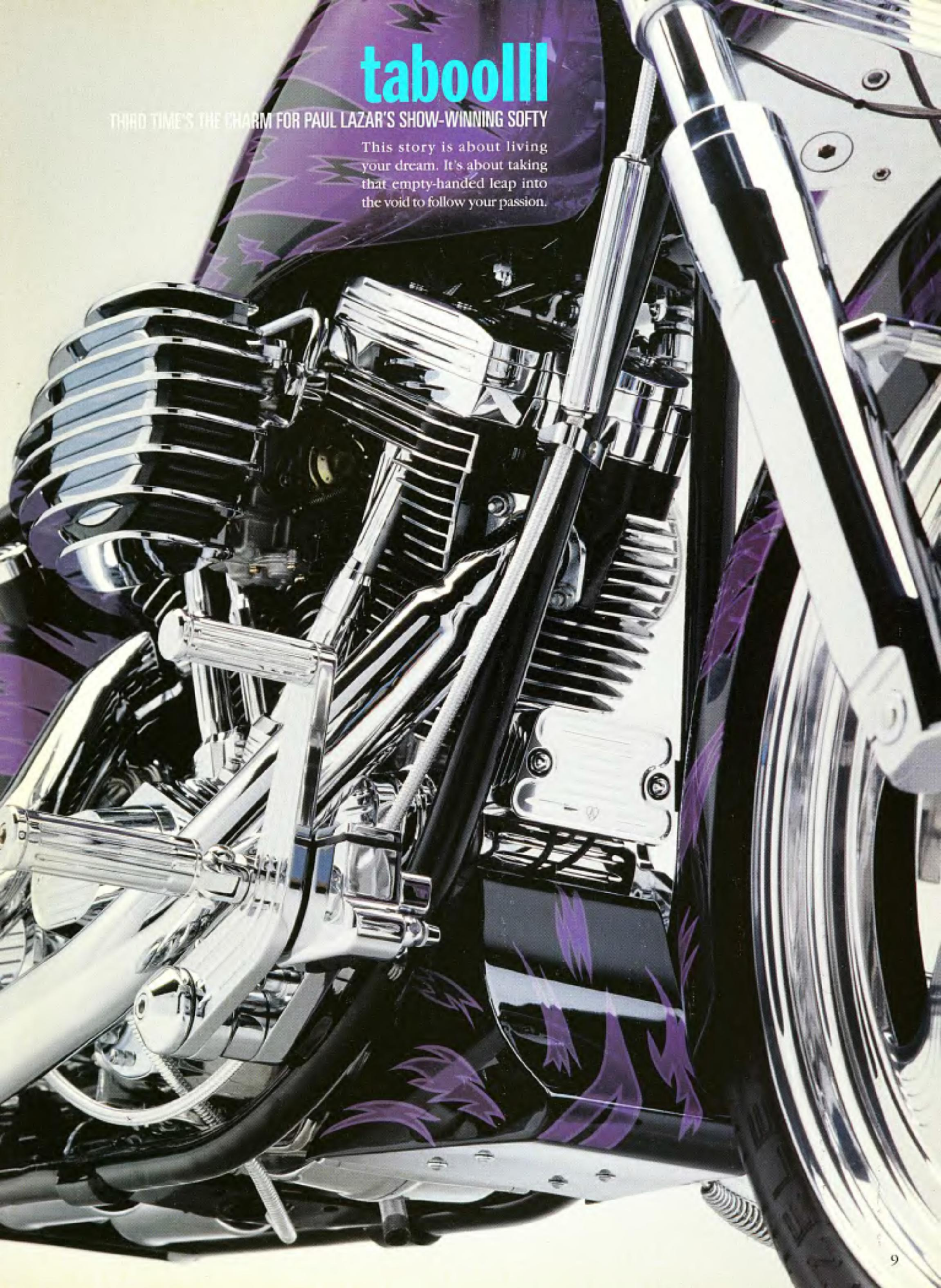
tabooIII

THIRD TIME'S THE CHARM FOR PAUL LAZAR'S SHOW-WINNING SOFTY

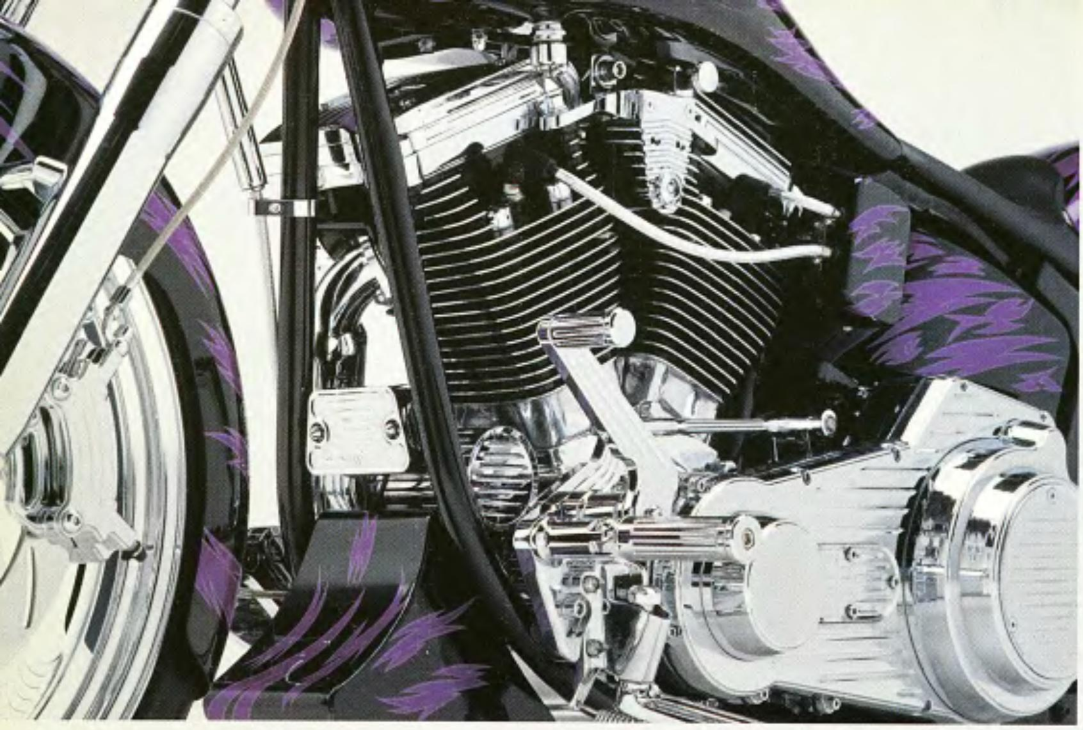
This story is about living your dream. It's about taking that empty-handed leap into the void to follow your passion.



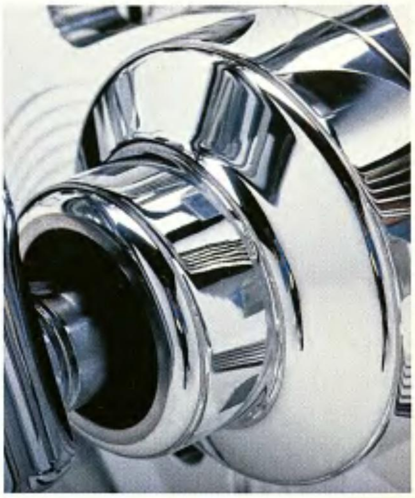
Paul Lazar knows how hard it can be to leave the safety and security of a good job for an unknown future that speaks to your heart. After 24 years in the car business, Paul quit his job to live his dream. Now he works at Biker's Dream of Sacramento, California, as the assistant store director, and builds dream bikes for others. For Paul, it's the best job in the world.

The dream began 10 years ago with a 1987 Softail Custom. Six bikes later, Paul bought a bone-stock 1997 Softail and began modifying it with the help of Gary McConehea and other friends at Biker's Dream. The customized bike was named Taboo (hey, if we have to explain, you wouldn't understand). Taboo took second place at the Oakland Roadster show, but Paul and Gary were not satisfied. They went back to the drawing board and reinvented the bike anew. The second incarnation of the scoot, Taboo II, returned the next year and triumphantly took first place at the Oakland show.

Once they taste victory, most builders crave more. We all know that bike building gets in your blood, and, in this case, blood got on the bike as well. "We took Taboo II apart and went to work on the frame," Paul says. "I used this little grinder, and, believe me, there's plenty of my own blood on that frame." After much blood, sweat, and tears, Taboo III was recreated into the form depicted here. This bike's design flowed straight from Paul's head to a mind-melting reality. The modified Harley frame



BIKERS DREAM



was smoothed and molded for a one-off look, and all the hand-fabricated goodies, like the pipes, gas tank, and oil bag, add to the bike's unique mystique.

"My wife and I loaded up our little trailer and went to the Easyriders Bike Show in Sacramento, filled with hopes and dreams. Some of the major bike builders sneered at us, but we held fast to the dream and came away with third place in the Judged Class." Taboo III and the Lazar family were invited to our Invitational Bike Show in Columbus, Ohio, and the black and passion pearl pavement

pounder won critical praise from the best bike builders in the world.

Now Paul lives his dream, building around 10 ground-up customs a year at Biker's Dream. "We like to think there are some primo builders here in the Sacramento area," Paul comments. With custom creations from the talented two-wheeled team, we'd have to agree. Look for a black widow-themed showstopper coming to our Easyriders Bike Shows, and check out Taboo III in more detail at www.bikersdreamsac.com. Don't you dig it when dreams come true? *—Dave Nichols*

Owner: ....Paul Lazar
City: ....Placerville, California

General
Fabrication: ....owner, Mike Bledsoe
Year/make: ....1997 H-D
Model:..................................FXSTC
Assembly: ....Mike Bledsoe, Biker's Dream
Chroming: ....A-1 Plating

Engine
Year/model:......................1997 Evo
Rebuilder: ....Biker's Dream, Sacramento
Ignition:..........................Dyna 2000
Displacement:........80 cubic inches
Lower end: ....polished
Pistons:..................stock, polished
Cases: ....polished
Heads: ....H-D, polished
Cam: ....Andrews EV-27
Carb: ....modified CV
Pipes: ....Donnie Smith
Modifications: ....Cyclesmith air cleaner

Transmission
Year:...1997
Modifications:....................polished Performance Machine wheel sprocket

Paint
Molding: .....Powdercraft of Rocklin
Painter:...............Don "Sparky" Lee
Color/type:.....black, passion pearl/ House of Kolor
Special paint:.......................Sparky

Frame
Year/type: ....1997 Softail
Builder: ....H-D
Modifications: ....molded, 35-degree rake, Ness rear swingarm

Accessories
Bars: ....Ness
Handlebar controls:...chromed H-D
Fenders:.....................Jesse James
Headlight:.....................Headwinds
Taillight:..........................Paul Yaffe
Speedo: ....none
Pegs: ....Pro-One
Foot controls: ....Pro-One
Electrics:............................12-volt
Gas tank: ....Battistinis
Oil tank: ....modified H-D

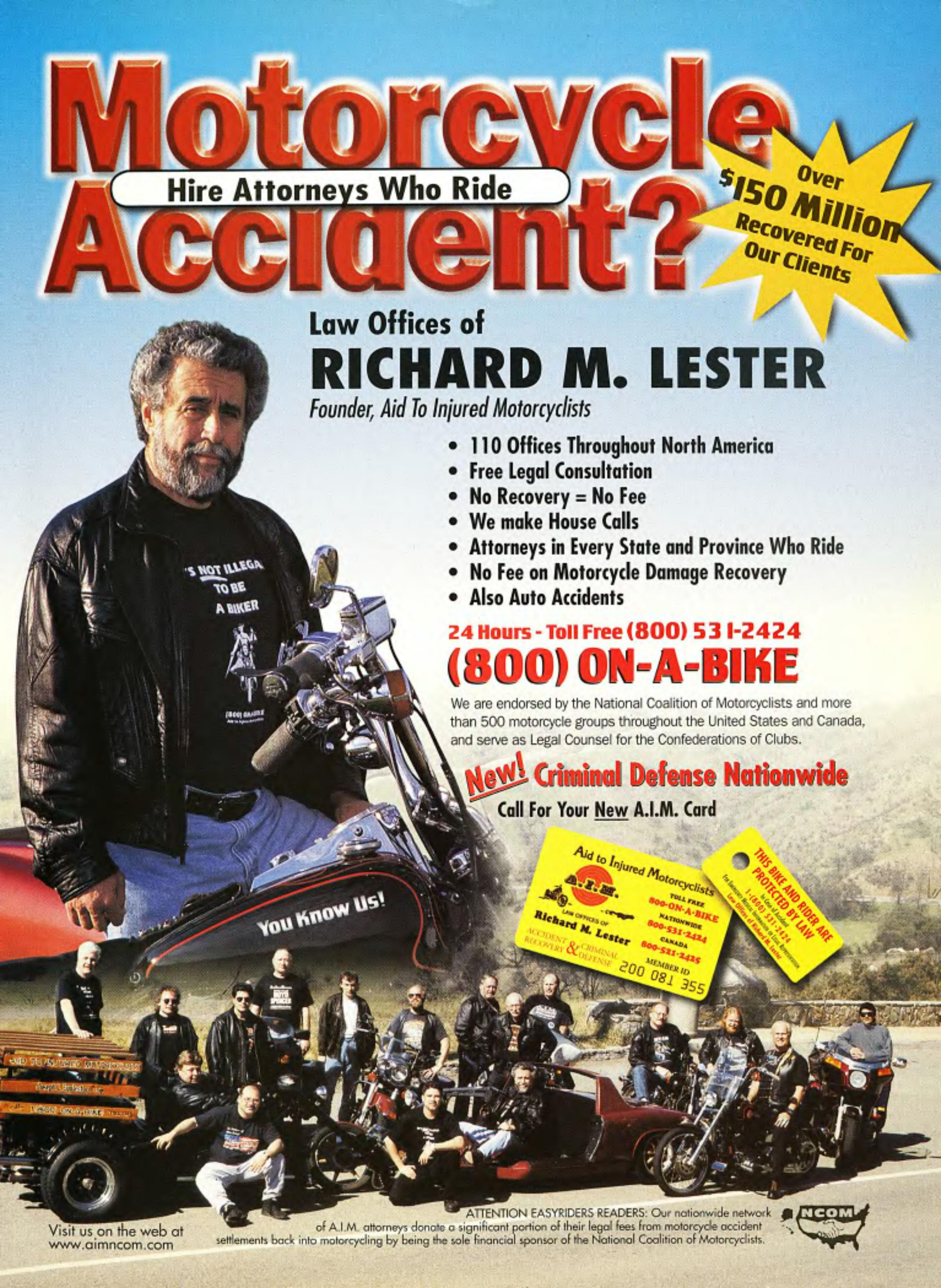
Oil system: ....stock
Primary cover: ....Ness
Seat:.....................Corbin by Jesse
Grips: ....Pro-One

Forks
Type: ....wide glide
Builder:......................Mike Bledsoe
Modifications: ....31/2 under, Pro-One fat trees

Wheels
Front
Type: ....Performance Machine
Size: 21-inch
Tire: ....Metzeler
Brake: ....Ness

Rear
Type: ....Performance Machine
Size: 18-inch
Tire: ....Metzeler
Brake: ....Ness
Photos: ....Michael Lichter

THIRD BEST OF SHOW: JUDGED CLASS
Easyriders Bike Show Tour, Sacramento, California, Jan. 23, 1999. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, Feb. 2000.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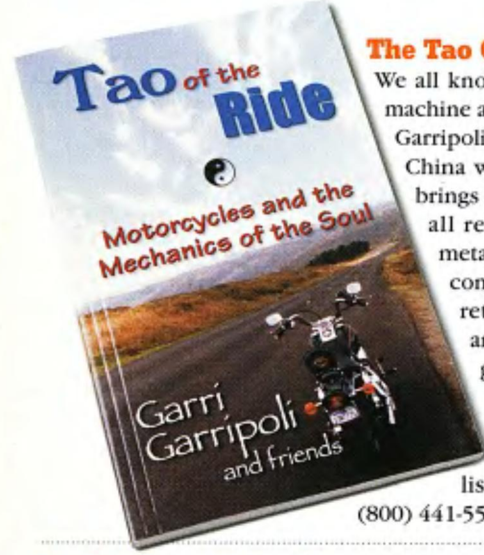
NCOM

PartsBox



The Tao Of The Ride

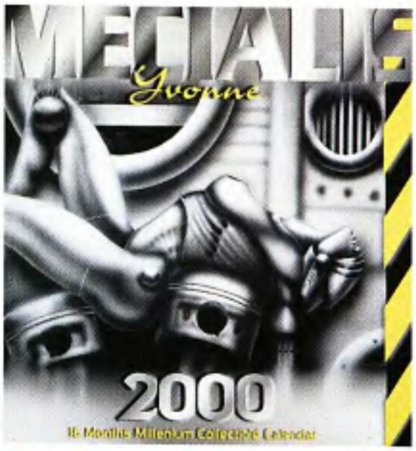
We all know the spiritual feeling when rider and machine are one, and life is the ultimate ride. Garri Garripoli takes us on a two-wheeled adventure to China where he studies their philosophies and brings back a view of motorcycling that we can all relate to. Garri uses motorcycling as a metaphor for living life in balance, helping us connect to that which gives us freedom and returns us to "the natural self." From Tao and Qi, to Hindu Karma, throwing in a few gas stops in between, this book is about motorcycles and the mechanics of the soul. *The Tao of the Ride* is available at bookstores or by order from the publisher through Health Communications, (800) 441-5569 www.hcibooks.com.

Harley's Star Attraction

Since Harley designed the new Twin Cam motor with a reoccurring star-pattern theme in the motor's various covers, the new ThunderStar custom wheels and matching rotors fit right in for an integrated look. The five-point sculptured spokes have textured inner edges to contrast with the smooth, brightly machined outer surfaces, hub, and rim. There's even a tiny bar and shield stamped into the wheels so there's no doubt in anyone's mind where they came from. Rush out in a buying frenzy! They're available at the Harley dealer right down the block.

What Has 120 Cubes and Six Speeds?

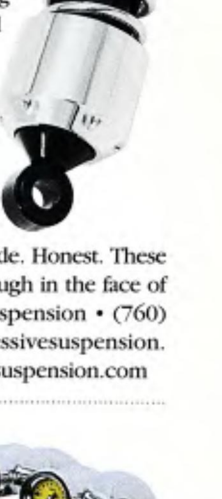
One name, pilgrim: Merch! The awesome power train you're no doubt drooling over will fit any 1990 or later Harley-Davidson motorcycle. The mighty Merch motor delivers around 110 horses and 125 foot-pounds of torque at the rear wheel and this baby is smooth too! The Merch/Baker six-speed tranny features .86.1 overdrive that utilizes the big engine's torque for the ultimate highway cruiser. Imagine clicking into sixth gear at 90 mph and having a whole lot more ooomph! Merch Performance • (888) 637-2448 www.merchperformance.com.



I Sing The Body Electric

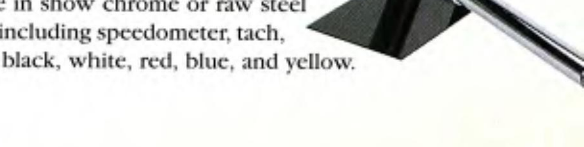
Regular readers of *VQ* will remember the sleek cyber sirens and fem moto-bots that populate the world of Yvonne Mecialis' art. Yvonne has this thing about melding men and women with sexy machines in a sensual blender of futuristic images reminiscent of H.R. Giger and the fantasy erotic art of Olivia. Ms. Mecialis has combined some of her best forward-thinking mindscapes in this calendar for the year 2000. Blast back to the future and get your calendar today! Les Beaux Arts • (800) 711-3232.

A Shocking Development



The fine folks at Progressive Suspension have been making Harleys ride easy while lookin' good for many moons. Now they're proud to introduce these 440 IAS Series shocks for all Harley twin shock models (excluding Softails natch). The shocks use a patented Inertia Sensitive damping that was developed for automobile use by Edelbrock Corp. This IAS system can actually sense the difference between chassis movement and wheel movement, making for a firmer and more stable ride. Honest. These pups will allow you to laugh in the face of potholes. Progressive Suspension • (760) 948-4012 • info@progressivesuspension.com • www.progressivesuspension.com

Ride Your Obsession



Lookin' for a clean look for your scoot? Then take a gander at these wild and beefy handlebars with integrated gages in the risers. Cool, eh? They're from V-2 Obsession of Germany and feature triple plated chrome over invisible welding and are available in show chrome or raw steel for matching your paint scheme. You can choose your gages including speedometer, tach, clock, warning lights and temperature. Face colors come in black, white, red, blue, and yellow. V-2 Obsession • (888) 798-8336.

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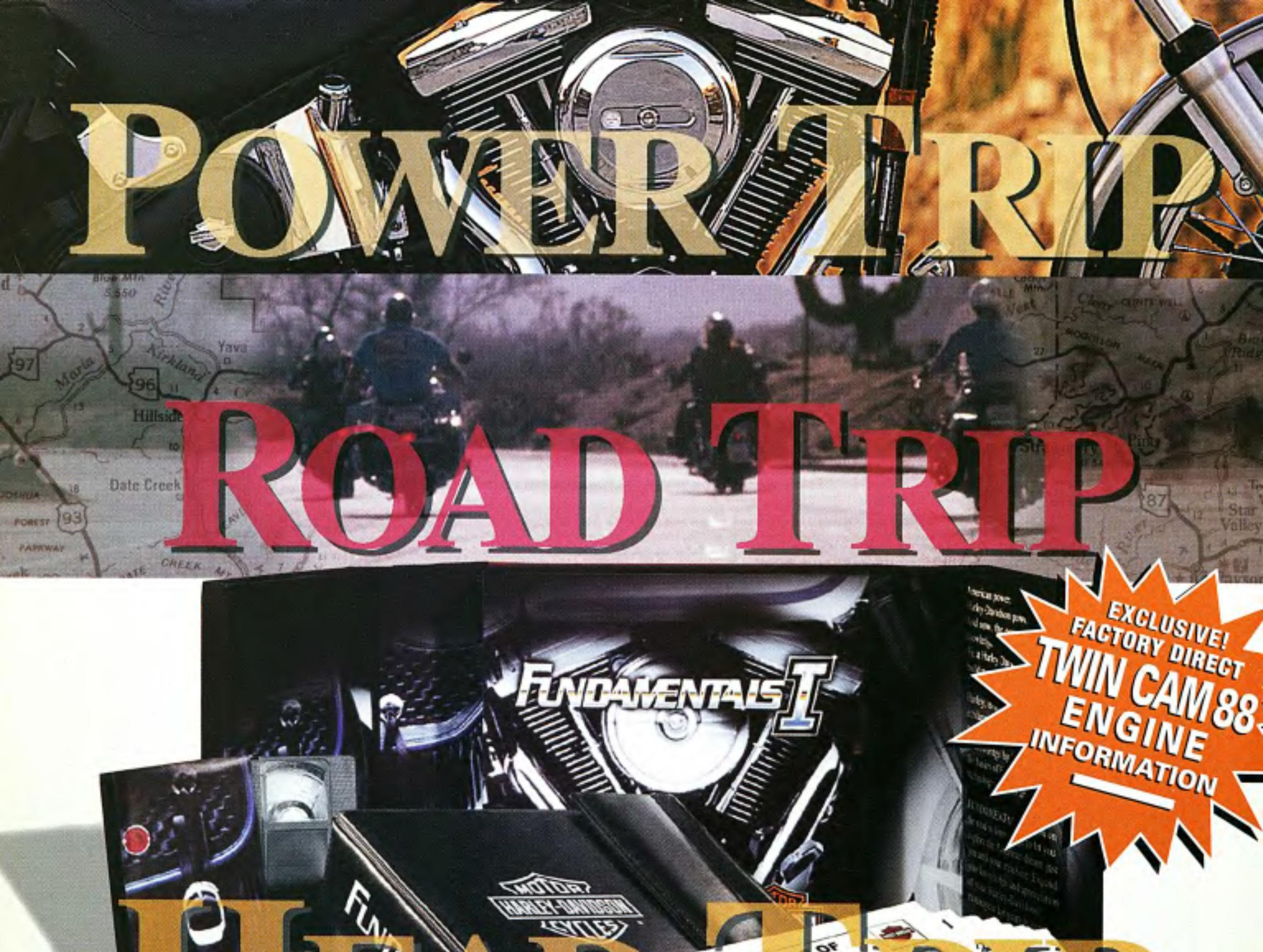

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– *Andy Smith, Service Training Program Manager, Harley-Davidson Motor Company*

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AGENT ORANGE

THROW OUT THE CATALOGS, THIS ONE'S A ONE-OFF

The night streets are filling up with tricked-out and stripped -down hot rods. Rigids are in. No surprise, most of the people hustling around these chops are riders who also have a Heritage or some other big, comfortable bike back home in the garage. Everybody wants to be a "bad ass," and now a rigid is the way to go. Only problem is, a lot of them are starting to look alike.

Joe Martin, of Martin Brothers Bikes in Dallas, Texas, aimed to change that with Agent Orange, a from-the-ground-up rigid with a difference.

Joe noticed that these new rigids are stunners at first glance, on the road and in the show. Yet, they start to blur together when you dig into the details. That's no surprise because they mostly are the same—the parts that make them are lifted from pages of similar catalogs. The tanks, fenders, lights, and controls are all bolt-on catalog pieces. With the finished ride, sometimes the final color sprayed on top is the only difference. No knock on that. The parts look great and they make it possible for people to build great bikes. But when you're trying to make a name for a

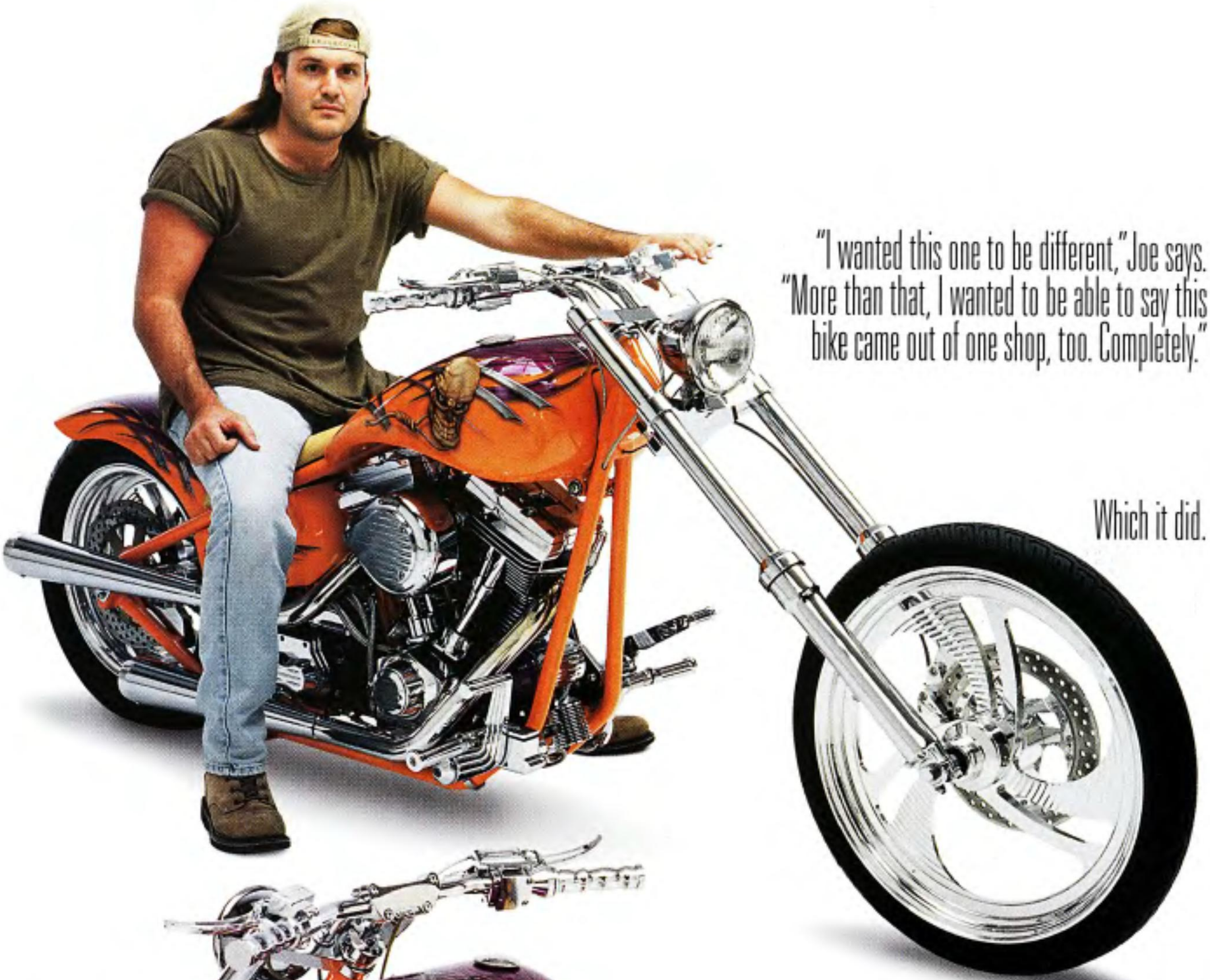
bike shop, like Joe is, you have to do better. You have to be different. Joe's budget-build rigid is all of that.

Smart enough to not completely ignore the catalogs, Joe based this bike around a Mid-USA frame. Yet after ordering it, he had a change of mind and decided to build a really long bike. That meant cutting the head on the brand-new frame, raking it out, molding everything, and then adding some stretch trees. Joe built the smooth forks, too, filling them with a 21-inch Performance Machine wheel and putting a matching 16-incher out back. A warmed-up 80-inch motor and Bub shotgun pipes pretty much complete the list of off-the-shelf parts. From there on out, this custom is *custom*.

Take the tank. Beneath that stretched and sculpted beauty is a standard-issue H-D five-gallon gas can. "A buddy put his bike down hard," Joe says, "I figured his banged-up and dented-in tank was a good donor." Cut it up, gracefully sculpt it, add some sheet metal filler panels, and even Willie G. wouldn't recognize it as a Motor Company original. Same thing for the bobbed rear fender. Joe cut up, widened out, and reworked an old FLH wheel cover. Nice. The oil tank isn't a catalog piece, either; it's another H-D part that got the Martin treatment. Sure, there's a fair amount of time invested in this, but you won't see the same thing on every bike parked in front of the bars in town.

"I wanted this one to be different," Joe says. "More than that, I wanted to be able to say this bike came out of one shop, too. Completely." Which it did. Design, fabrication, assembly, paint, graphics—it's all a product of Martin Brothers Bikes. Makes you anxious to see what else the brothers have up their sleeves when they debut their upcoming parts line. Think they'll put it in a catalog?

—Joe Kress



"I wanted this one to be different," Joe says. "More than that, I wanted to be able to say this bike came out of one shop, too. Completely."

Which it did.

Owner: Joe Martin
City: Dallas, Texas

General
Fabrication: owner
Year/make: 1998 Chopper
Model: rigid
Assembly: owner
Chroming: Show-N-Go

Engine
Year/model: 1997 Evo
Rebuilder: owner, Jeff Ettesam
Ignition: Dyna
Displacement: 80 cubic inches
Lower end: H-D
Pistons: Keith Black
Cases: H-D
Heads: Dave Feazell
Cam: Andrews
Carb(s): S&S E
Pipes: Ness/Bubs
Modifications: S&S air cleaner, top end polished

Transmission
Year: 1997
Modifications: Primo belt

Paint
Molding: owner
Painter: owner
Color/type: Agent Orange/ one-off by Toxic Tom Richards
Special paint: airbrushing by owner

Frame
Year/type: 1998 rigid
Builder: Mid-USA
Modifications: 47-degree rake, 2-inch stretch

Accessories
Bars: Khrome Werks
Handlebar controls: Ness
Fender(s): owner
Headlight: Ness
Taillight: Beyond Bolt-On
Speedo: none
Pegs: Pro-One
Foot controls: Pro-One
Electrics: Steve Smith
Gas tank: owner
Oil tank: owner
Seat: Leonards
Mirrors: none
Grips: Billet Concepts

Forks
Type: wide glide/41mm
Builder: owner
Modifications: 6 inches over, legs milled smooth

Wheels

Front
Type: Performance Machine Viper
Size: 21-inch
Tire: Metzeler
Brake: Performance Machine

Rear
Type: Performance Machine Viper
Size: 16-inch
Tire: Avon
Brake: GMA

Photos: Paul Martinez

Definition of constipation*:*
an exception to the rule that you can't take it with you.

Trucker Al
Motorvatin'

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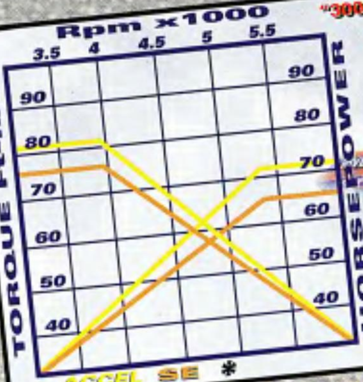

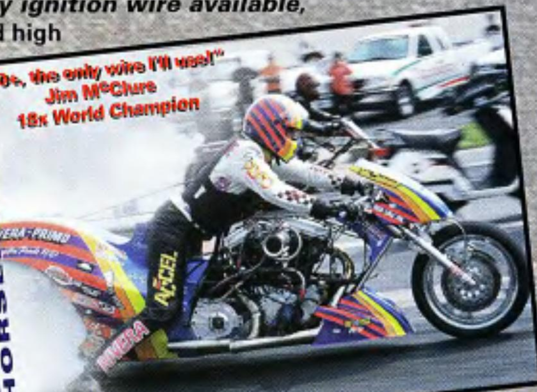

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Happenings

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

Spring Fling Car, Truck, Bike Show
Date: Oct. 23
Place: Leeds Memorial Park, Hwy. 119
Info: (205) 699-7103

ALASKA
ABATE:
Anchorage Chapter
Info: (907) 566-3332
Kenai Peninsula Chapter
Info: (907) 776-8148
Tanana Valley Chapter
Info: (907) 457-3246

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

Ride For Kids
Date: Oct. 10
Place: Phoenix
Info: (800) 253-6530

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

Four States Rally/Halloween Run
Date: Oct. 1-3
Place: Hope
Info: (870) 777-5870

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

Ride for Kids
Date: Sept. 26
Pace: Sacramento
Info: (800) 253-6530

Dave Barr Foundation Benefit
Date: Oct. 8
Place: Dudley Perkins H-D/Buell, San Francisco
Info: (415) 703-9494

Trike-In West
Date: Oct. 8-10
Place: Kingsburg
Info: Jay (626) 284-5129

Del Mar Mile AMA Grand National Championship and Bike Show
Date: Oct. 10
Info (760) 723-3118

Page Street Fair
Date: Oct. 16
Place: Dudley Perkins H-D/Buell, San Francisco
Info: (415) 703-9494

Streets of San Francisco Poker Run
Date: Oct. 17
Place: Dudley Perkins H-D/Buell, San Francisco
Info: (415) 703-9494

COLORADO
ABATE of Colorado
Info: (303) 659-6374

CONNECTICUT
Connecticut Motorcycle Riders Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

Swap Meet
Date: Sept. 26
Info: (302) 875-7787

Sussex Co. Swap Meet
Date: Oct. 17
Info: (302) 731-0455

FLORIDA
ABATE of Florida
Info: (407) 668-5006

Daytona Biketoberfest
Date: Oct. 21-24
Info: (800) 854-1234

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

Bainbridge BikeFest
Date: Sept. 17-19
Info: (912) 248-0505
www.bainbridge-bikefest.com

District 10 Poker Run
Date: Oct. 2-3
Info: (912) 374-6256

John Crum Memorial Run
Date: Oct. 2-3
Info: (404) 294-8900

Dist. 8 Southern Chrome Party/Poker Run
Date: Oct. 10
Info: (706) 736-1350

HAWAII
Street Bikers United
Info: (808) 842-5530

IDAHO
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for Motorcycle Safety (ICMS)
Info: (208) 345-6231

Boise Fall Fun Run
Date: Oct. 3
Info: (208) 345-6231
ironhors@primenet.com

ILLINOIS
ABATE of Illinois
Info: (309) 343-6588

Piasa-Gateway Toy Run
Date: Sept. 12
Info: (309) 343-6588

Vietnam Art Museum Run
Date: Sept. 26
Place: Chicago
Info: JT (312) 337-5566

Dukane Food & Toy Run
Date: Oct. 10
Info: (343) 343-6588

Freeport Halloween Party
Date: Oct. 30
Info: (309) 343-6588

INDIANA
ABATE of Indiana
Info: (317) 422-8040

Reg. 9 Rebel Yell
Date: Sept. 10-12
Info: (317) 422-8040

Summer's End Party
Date: Sept. 17-19
Info: (317) 422-8040

Southern Hill Bash
Date: Sept. 17-19
Info: (317) 422-8040

Reg. 8 Hog Roast
Date: Sept. 18
Info: (317) 422-8040

Reg. 11 Chili Fest
Date: Oct. 1
Place: Morgan County
Info: (317) 784-2469

Reg. 0 Bikes For Tikes
Date: Oct. 2
Place: Allen County
Info: (219) 456-7218

Reg. 3 Toy Run
Date: Oct. 2
Place: Howard County
Info: (765) 628-7446

Reg. 12 Toy Run
Date: Oct. 2
Info: (812) 696-2659

Reg. 1 Toys For Tots
Date: Oct. 3
Place: Elkhart County
Info: (219) 223-8883

Reg. 0 Fall Fun Run
Date: Oct. 9
Place: LaGrange/Steuben
Info: (219) 456-7218

Reg. 3 Poker Run
Date: Oct. 9
Place: Wabash County
Info: (765) 628-7446

Reg. 6 Fall Foliage Poker Run
Date: Oct. 9
Info: (812) 336-6840

Lost HorseShoe Weekend
Date: Oct. 9
Place: Pike County
Info: (812) 886-6943

Polar Bear Campout
Date: Oct. 15
Place: Pulaski/Starke Co.
Info: (219) 759-5193

Reg. 2 Mystery Event
Date: Oct. 17
Place: Lake County
Info: (219) 759-5193

Reg. 4 Toy Run
Date: Oct. 17
Info: (765) 448-2765

Reg. 8 Spot Shoot
Date: Oct. 17
Info: (812) 424-7014

Reg. 0 Halloween Party
Date: Oct. 23
Info: (219) 456-7218

Biketoberfest Blues Dance
Date: Oct. 23
Info: (765) 628-7446

Reg. 5 Halloween Party
Date: Oct. 23
Info: (765) 489-4109

Reg. 8 Halloween Party
Date: Oct. 23
Info: (812) 424-7014

Reg. 4 Halloween Party
Date: Oct. 30
Info: (765) 448-2765

Reg. 7 Halloween Party
Date: Oct. 30
Info: (812) 522-5988

Reg. 11 Halloween Party
Date: Oct. 30
Info: (317) 784-2469

IOWA
ABATE of Iowa
Info: (515) 858-5001

Dist. 6 Toy Run
Date: Sept. 12
Info: (515) 858-5001

Hillclimb/Swap Meet/Ride-In Bike Show
Date: Sept. 12
Place: Anamosa
Info: (319) 462-6011

District 6 Fall Night Run
Date: Oct. 2
Info: (515) 858-5001

KANSAS
ABATE of Kansas
Info: (913) 597-5140

Dist. 9 Casino Night
Date: Oct. 9
Info: (800) 657-5763

Dist. 9 Toy Run
Date: Oct. 27
Info: (800) 657-5763

Dist. 4 Toys For Tots Run
Date: Oct. 28
Info: (800) 657-5763

KENTUCKY
Kentucky Motorcyclists Association
Info: (800) 68-CYCLE

Fleming Co. Chap. Party
Date: Sept. 10-12
Place: Jaycee's Farm, Morehead
Info: (606) 876-3074

Fleming Co. Chapter Fall Poker Run
Date: Oct. 11
Place: Trademore
Info: (606) 876-3074

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

River Parishes Benefit for the Farhad Grotto
Date: Sept. 12
Info: (888) 892-2669

Vernon Spillway Campout/Poker Run
Date: Sept. 24-26
Info: (318) 537-7553

Capitol Area Poker Run
Date: Sept. 26
Info: (800) 969-3541

Harvest Bash
Date: Oct. 8-10
Info: (800) 969-3541

Halloween Bash
Date: Oct. 30
Info: (800) 393-5966

MAINE
United Bikers of Maine
Info: (207) 884-6284

UBM Toy Run
Date: Sept. 12
Place: Augusta
Info: (207) 884-6284

UBM Foliage Run
Date: Sept. 18
Place: Bangor
Info: (207) 876-2285

UBM Pig Roast/Foliage Run
Date: Sept. 25
Place: Dover
Info: Joe (207) 564-7967

UBM Foliage/Toy Run
Date: Sept. 26
Place: Farmington
Info: (207) 779-0979

UBM Foliage/Toy Run
Date: Oct. 2
Place: Belfast
Info: (207) 338-3613

UBM Foliage Run
Date: Oct. 2
Place: Dover
Info: Joe (207) 564-7967

UBM Foliage Run
Date: Oct. 3
Place: Bryant Pond
Info: Nick (207) 364-8665

UBM Native American Toy Run
Date: Oct. 3
Place: Sanford
Info: Steve (207) 676-2191

UBM Foliage Run
Date: Oct. 16
Place: Scarsborough
Info: Fred (207) 854-5186

UBM Foliage Run
Date: Oct. 16
Place: Lewiston
Info: Angie (207) 777-7449

UBM Halloween Dance
Date: Oct. 30
Place: Belfast
Info: Dan (207) 338-3613

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

Ride for Kids
Date: Sept. 19
Place: Columbia
Info: (800) 253-6530

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (313) 421-4367

Reg. 1 Toys for Tots Run
Date: Sept. 11
Info: (906) 884-2347

Bigfoot's Poker Run
Date: Sept. 25
Place: Walled Lake
Info: (248) 685-7682

Easyriders Detroit Toy Run to Hell (Mich.)
Date: Sept. 26
Place: Mt. Clemens to Hell
Info: (810) 783-7300

Reg. 5 Toy Run
Date: Oct. 2
Info: Bob (616) 689-0774

Giant M/C Swap Meet
Date: Oct. 24
Place: Detroit
Info: (800) 968-4242 (MI) (800) 941-0815

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minn. Motorcycle Riders Association
Info: (612) 541-1704

Straight River Fall Jam
Date: Oct. 23
Place: Owatonna
Info: Beck (507) 451-7274
www.abatemn.org

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

ABATE State Field Meet
Date: Sept. 24-26
Info: (601) 587-0695

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

Local 8 State Line Rally
Date: Sept. 16
Info: Rose (573) 474-0983
PkMe@aol.com

Local 15 Show/Swap
Date: Sept. 26
Place: Branson
Info: Rose (573) 474-0983
PkMe@aol.com

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

Dist. 6 Toy Run
Date: Sept. 12
Info: (402) 489-0651

Dist. 6 Fall Night Run
Date: Oct. 2
Info: (402) 489-0651

Dist. 7 Toy/Poker Run
Date: Oct. 2
Info: (402) 729-2029

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of Concerned Motorcyclists
Info: (702) 870-6121

Reno Street Vibrations
Date: Sept. 23-26
Info: (800) 200-4557

Easyriders Reno/Strokers Humane Society Run
Date: Sept. 25
Info: (775) 322-2250

AHDRA Races
Date: Oct. 23-24
Place: Las Vegas Motor Speedway
Info: (336) 924-2095
www.ahdra.com

Halloween Party
Date: Oct. 30
Info: (775) 753-8825

Run Whatcha Brung Poker Run
Date: Oct. 30
Info: (775) 623-2160

Easyriders Reno/Strokers Halloween Costume Party
Date: Oct. 30
Info: (775) 322-2250

NEW HAMPSHIRE
N.H. Motorcyclists Rights Org.
Info: (603) 627-3528

NEW JERSEY
United ABATE of N.J.
Info: (732) 549-1990

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

1st Rio Halloween Party
Date: Oct. 23
Place: Whisky Inn
Info: (505) 585-9789

NEW YORK
ABATE of New York
Info: (607) 387-3433

Owego Toy Run
Date: Sept. 11
Info: Don (315) 342-9671

Ride-In Bike Show
Date: Sept. 12
Info: (716) 234-0895

Motorcycle World's Fair
Date: Sept. 18-19
Place: Monticello Raceway
Info: (860) 355-9771
www.supersundayon-line.com

West Senaca Toys for Tots
Date: Sept. 25
Info: (716) 655-6473

E. Suffolk Poker Run
Date: Sept. 26
Place: Riverhead
Info: (516) 369-5554

Orleans ABATE Toy Run
Date: Sept. 26
Place: Medina
Info: Fran (716) 798-1302

Orleans ABATE
Fall Foliage Run
Date: Oct. 2
Info: Fran (716) 798-1302

Oswego ABATE
End of Season Run
Date: Oct. 2
Info: Don (315) 342-9671

Columbia ABATE Toy Run
Date: Oct. 3
Place: Chatham Fire House, Chatham
Info: (518) 851-7635

Wayne-Senaca ABATE
Highway to Hell Run
Date: Oct. 3
Info: (315) 597-8937

Buffalo ABATE
Fall Fun Run
Date: Oct. 9
Place: Southgate Plaza, West Seneca
Info: Pete (716) 655-6473

Oneida ABATE
Fall Foliage Run
Date: Oct. 9
Info: Jim (315) 831-5726

Tompkins ABATE Toy Run
Date: Oct. 10
Place: Kmart Plaza, Ithaca
Info: (607) 564-7578

Monroe ABATE Toy Run
Date: Oct. 16
Info: (716) 234-0895

Maples, Manorville, Eastern Suffolk ABATE Biketoberfest
Date: Oct. 17
Info: (516) 369-5554

Orleans ABATE
Halloween Party
Date: Oct. 23
Place: Slow Club, Medina
Info: (716) 798-3558

Southern Tier ABATE
Halloween Party
Date: Oct. 29
Place: American Legion Hall, Hillcrest
Info: (607) 648-9335

Oswego ABATE
Halloween Party
Date: Oct. 30
Info: Don (315) 342-9671

NORTH CAROLINA
Concerned Bikers Assn.
Info: (910) 866-5434

Run for the Wild
Date: Sept. 18
Info: (919) 528-9164

CBA/ABATE Raleigh
Poker Run
Date: Sept. 25
Info: (919) 639-3158

CBA/ABATE Fayetteville
Joker's Wild Poker Run
Date: Sept. 25
Info: Joy (910) 866-5434, Steve (910) 425-3585

CBA/ABATE Charlotte
Stop the Pain for Kids
Date: Sept. 25
Info: Terry (704) 889-4389, Fred (704) 391-9114, or Larry (704) 583-0418

CBA/ABATE Charlotte
October Jam Bike Show
Date: Oct. 2-3
Place: Rowan County Fairgrounds, Salisbury
Info: Rick (704) 455-6245

AHDRA Races
Date: Oct. 9-10
Place: Rockingham Dragway, Rockingham
Info: (336) 924-2095
www.ahdra.com

CBA/ABATE Brunswick
County Bike Show
Date: Oct. 30
Info: (910) 842-8855

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

Chilly Chili Ride
Date: Sept. 18
Info: (701) 223-5609

VNVMC Halloween Party
Date: Oct. 23
Place: Hideout Bar, Harwood
Info: LT (701) 282-9518

OHIO
ABATE of Ohio
Info: (800) 252-4537

Reg. 13 Poker Run
Date: Sept. 18
Info: (440) 298-3352

Reg. 13 Toy Run
Date: Sept. 18
Info: (440) 298-3352

Reg. 0 Roast/Party
Date: Oct. 3
Place: Carlton H-D, Mantua
Info: Bill (330) 425-7830
billbobbs@aol.com

Reg. 10 Covered
Bridge Run
Date: Oct. 3
Info: (800) 252-4537

Reg. 1 Toy Run
Date: Oct. 3
Info: (800) 25-ABATE

ABATE/CMRO Toy Run
Date: Oct. 9
Info: (800) 25-ABATE

ABATE/CMRO Reg. 1
Kid's Halloween Party
Date: Oct. 17
Info: (800) 25-ABATE

ABATE/CMRO Reg. 8, 15, 16 Halloween Party
Date: Oct. 30
Info: (800) 25-ABATE

ABATE/CMRO Reg. 13
Halloween Bash
Date: Oct. 30
Info: (800) 25-ABATE

OKLAHOMA
ABATE of Oklahoma
Info: (918) 836-9559

Halloween Party
Date: Oct. 30
Info: (405) 329-7254

OREGON
ABATE of Oregon
Info: (503) 285-4329

Cranberry Festival
Date: Sept. 11
Info: (541) 267-2523

AHDRA Races
Date: Sept. 11-12
Place: Woodburn
Info: (363) 924-2095
www.ahdra.com

S. Coast Show-N-Shine
Date: Sept. 12
Info: (541) 267-2523

End of the Summer Run
Date: Sept. 17-19
Info: (503) 640-5756

Roseburg Swap Meet
Date: Oct. 10
Info: (503) 254-3259

PENNSYLVANIA
ABATE of Pennsylvania
Info: (717) 234-3777

RHODE ISLAND
R.I. Motorcycle Assn.
Info: (401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (803) 283-0819

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

TENNESSEE
CMT/ABATE of Tenn.
Info: (615) 883-5024

County Fair
Date: Sept. 11
Place: Maryville
Info: (423) 983-1550

Old Timers Day
Date: Sept. 25
Place: Cades Cove, Great Smoky Nat'l Park
Info: (423) 448-2472

TEXAS
ABATE Confederation
Info: (409) 849-0258

TMRA II
Info: (512) 459-6777

Scavenger Hunt
Date: Sept. 17-19
Place: Jim's Cycle Shop, Axtell
Info: (800) 373-8930

UTAH
ABATE of Utah
Info: (801) 627-1117

Peach Days
Date: Sept. 11-12
Info: (801) 627-1117;
www.inqvo.net/nslink/

MS Run
Date: Sept. 19
Info: (801) 627-1117;
www.inqvo.net/nslink/

Northern Toy Run
Date: Oct. 2
Info: (801) 627-1117
www.inqvo.net/nslink/

See this month's coverage of Myrtle Beach, page 38

Photo: Pat Randle

Davis Toy Run
Date: Oct. 3
Info: (801) 627-1117
www.inqvo.net/nslink/

Salt Lake Toy Runs
Date: Oct. 10, Oct. 22
Info: (801) 627-1117
www.inqvo.net/nslink/

Weber Toy Run
Date: Oct. 17
Info: (801) 627-1117
www.inqvo.net/nslink/

VERMONT
Freedom of the Road Riders
Info: (802) 325-3507

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

VCOM Conference
Date: Oct. 2
Info: (703) 321-0714
www.erols.com/ingerski/abate.html

Halloween Dance
Date: Oct. 2
Info: (703) 321-0714
www.erols.com/ingerski/abate.html

WASHINGTON
ABATE of Washington
Info: (425) 643-9675

Jam '99
Date: Sept. 11
Info: (765) 448-2765

Ride for Kids
Date: Sept. 12
Place: Enumclaw
Info: (800) 253-6530

Summer's End Party
Date: Sept. 17
Info: (219) 223-8883

Southern Hills Bash
Date: Sept. 17
Info: (812) 295-3849

Iron Butt Poker Run
Date: Sept. 18
Info: (219) 759-5193

Reg. 4 Poker Run
Date: Sept. 18
Info: (765) 448-2765

Reg. 5 Hog Roast
Date: Sept. 18
Info: (765) 489-4109

Reg. 3 Angel Ride/
Toy Ride
Date: Sept. 25
Place: Wabash County
Info: (765) 628-7446

Tacoma ABATE
Halloween Party
Date: Oct. 30
Info: (253) 531-2909

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 547-5495

Logan-Boone Chapter
Halloween Party
Date: Oct. 23
Info: (304) 752-5032

WISCONSIN
ABATE of Wisconsin
Info: (715) 284-7415

WYOMING
Wyoming Assn. of Concerned Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522

Wyo. Coalition of Bikers
Info: (307) 687-0459

State Bike Rally
Date: Sept. 10-12
Place: Worland
Info: (307) 532-8352

Severence Nut Run
Date: Sept. 19
Place: Cheyenne
Info: (307) 532-8352

Toy Run
Date: Sept. 25
Place: Laramie
Info: (307) 742-5258

AMATE of NE Wyoming
Toy Parade
Date: Oct. 9
Info: (307) 687-0459

NATIONAL
American Motorcyclists Association (AMA)
Info: (614) 891-2425;
www.ama-cycle.org

Motorcycle Riders Foundation (MRF)
Info: (202) 456-0983;
www.mrf.com

National Coalition of Motorcyclists (NCOM)
Info: (800) 525-5355

CANADA
B.C. Coalition of Motorcyclists
Info: (604) 580-0111

EUROPE
Federation of European Motorcyclists (FEM)
Info: 011 32 2 736 9047

The Milan Show
Date: Sept. 15-19
Place: Milan, Italy
Info: 011 39 2 6698 1818

Intermot '99
Date: Sept. 17-19
Place: Munich, Germany
Info: 011 49 89 510 7138

IFMA '99
Date: Oct. 1-4
Place: Cologne, France
Info: 011 49 221 821 3408

Mondial Du Deux Roues (The Paris Show)
Date: Oct. 1-10
Place: Paris, France
Info: 011 33 1 5323 0740

AUSTRALIA
Gold Coast Bike Week
Place: Queensland
Date: Oct. 3-Oct. 10
Info: 011 61 7 5574 7124

To have events listed, get the info to us at least 3 months in advance. We're as accurate as possible, but event dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214; www.easyriders.com

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Sedalia, MO July 2, 3, 4 Missouri State Fairgrounds (Hwy 65 & W 16th St.)	**Harrington, DE** July 16, 17, 18 Delaware State Fairgrounds (Rt. 13, South of Rt. 14)	**Prospect, PA** July 30, 31, & Aug 1 Butler County Fairgrounds (Rt. 422, 8 mi. W of Butler)	**Fowlerville, MI** Aug. 20, 21, 22 Fowlerville Fairgrounds (I-96 to Fowlerville exit, north to Grand River)
Chillicothe, OH Sept. 2, 3, 4, 5, 6 Ross County Fairgrounds (Hwy 35 to Rt. 104 North)	**Greenville, SC** Sept. 17, 18, 19 Greenville County Fairgrounds (U.S. 25 1-1/2 miles N. of I-85)	**Ft. Lauderdale, FL** Sept. 24 CANCELLED ...servation ... exit 14 go North 19 miles)	**Santa Rosa, CA** Octob... CANCELLED ...airgrounds (Hwy 101 to Hwy 12E)

For further information CALL OUR EVENTS DIVISION AT 800-962-9857

For Host Information Call 818-701-0100

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headline stories of the month

Indian selling bikes and building dealer network

On Friday, June 25, the District Court of Colorado approved Indian Motorcycle to go ahead with their dealer development plan and move forward with sales and distribution of new Indian Chief motorcycles.

"Once and for all, we're done," says Lionel Mercier, vice president of sales for Indian. "We are now in a position to qualify dealers and continue to establish the future of Indian Motorcycle in the United States." With all aspects of the receivership now satisfied, as pertaining to motorcycle production, sales, and distribution, the borders are down and all disputed territories have been resolved. What this means to potential dealers is that now, the selection process can proceed without restriction in all 50 states. Indian hopes to have 100 dealers in the U.S. within two years.

of special interest

Zippo hands off a Harley

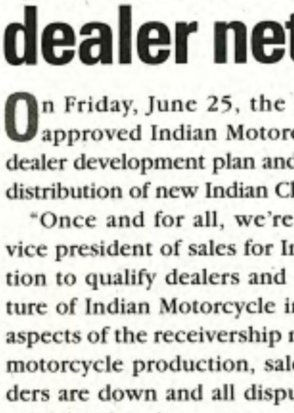

Photo: courtesy of Zippo

Pictured here is lucky Johnny Poole of Rolling Meadows, Illinois, getting the keys to his new Willie G. custom Dyna Super Glide Sport. The dude behind Johnny is Zippo Manufacturing Company's Vice President of Sales and Marketing Mike Martin. Will somebody tell Mike it ain't cool to ride bitch? Anyhoo, Zippo had this "one-of-a-kind" contest where tens of thousands entered to win a new Harley. Like most red-blooded American males, Johnny had always wanted a Harley of his own, and now he can tool around on his Dyna flicking his Zippo. Of special interest was the appearance of Darth Maul, dark lord of the Sith from *Star Wars: The Phantom Menace* fame showing off his personal car. Actually, the Zippo Car is a 1947 Chrysler Saratoga that was once a beautiful classic car and now ... well, it's the world's largest gas-powered cigarette lighter.

Louisiana Amends Helmet Law

FREEDOM for the Bayou State

In the early morning hours of Thursday, June 17, 1999, I received a call from a very excited Patty Davis, state vice president and legislative coordinator of ABATE of Louisiana. She had all the right reasons to be excited. On that morning, the Louisiana State Senate, by a vote of 28 to 9, voted to concur with the House amendments to SB 86, sponsored by Senator Ron Landry. This was the final hurdle the bill had to cross after having passed in the Senate originally in May, and then passing in the House with amendments.

Governor Mike Foster, himself a motorcyclists and a lifetime member of ABATE of Louisiana, has since signed the bill into law that became effective August 15, 1999.

According to ABATE of Louisiana, the law grants the freedom to choose to wear or not wear a helmet to those riders 18 and older. The law also includes an amendment, which states that if one chooses to ride without a helmet, he/she must be able to show proof of medical insurance coverage of no less than $10,000 (standard policy) upon request. This includes private insurance policies, Medicare/Medicaid, VA, and so forth. Riders cannot be stopped and checked for insurance simply because they are riding free, as insurance is a secondary offense. There will be no stickers or special license. Riders just need to carry something on them demonstrating proof of insurance.

"We are very happy with the success of the bill this year," says Patty. "There were a lot of people involved in getting this bill passed, including our new PAC, Louisiana Motorcycle Rights Association (LMRA), and several motorcycle organizations and many individuals all across the state. Special thanks to Senator Landry and Representative [Juba] Diez, who strongly believed in the bill and worked very hard on its passage. Our lobbyists at the Capitol, Duane Cowart and Eddie Crawford, were terrific and unstoppable. And, of course, our one and only Governor Mike Foster, who has been so vocal about his support of freedom of choice from the very beginning. It was a collective and cooperative effort by everyone, and it worked!"

The staff at Easyriders offers our congratulations to Bayou State motorcyclists for a job well done!

—Twiggy

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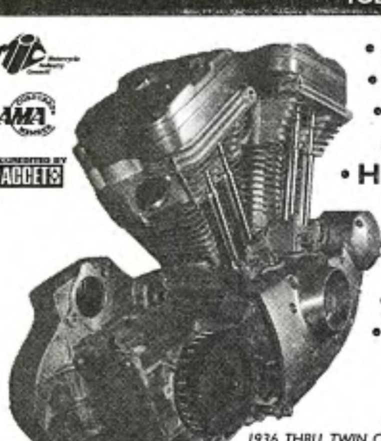

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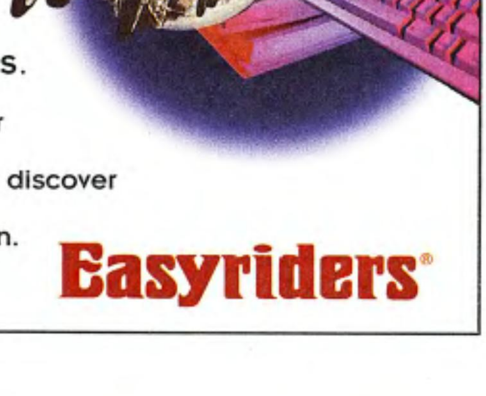

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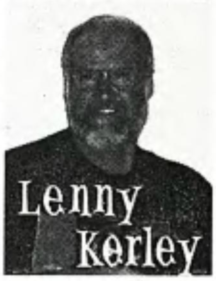
benefit concert

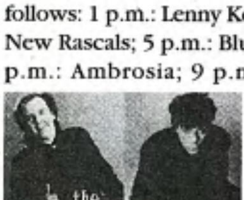
Rock of the Century

Last October, a friend who builds remodeled vans and wheelchairs started an invoice with the Veterans Administration (VA) for a disabled veteran. The invoice was finally approved in March of this year. He was shocked to find out that the work was no longer needed. The man who had sacrificed himself for our country had passed away the day before Christmas.

Bruce Marich of Southern California Mobility called me and vowed that this would never happen again. Committed to easing the bureaucracy of the VA, he asked me (a musician of 27 years), to get some bands together to perform. Along with Don Brigham, chairman and CEO of MEDIfore Dermagenetics, we have started a pilgrimage to do something about those things we can. Our newly formed company, Oceanic Productions, is honored to present "Rock Of The Century," a benefit concert for the California Paralyzed Veterans Association, at the Irvine Meadows Amphitheater.



This concert is the "Last Bash Of Summer." Gates open at noon on Sunday, September 5, 1999, and the line-up is as follows: 1 p.m.: Lenny Kerley; 3 p.m.: The New Rascals; 5 p.m.: Blue Öyster Cult; 7 p.m.: Ambrosia; 9 p.m.: Mark Farner of Grand Funk Railroad. Ticket prices start at $45 for lawn seating and are available through Ticket Master at (714) 740-2000. For additional information contact the Irvine Meadows Amphitheater at (949) 855-8096.



—Robb Forby
Vice President, Oceanic Productions

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California
Bartels' H-D, 4141 Lincoln Blvd., Marina Del Rey
H-D of Glendale, 3717 San Fernando Rd., Glendale
Hi-Tech, 5901 Sepulveda Blvd., Van Nuys
San Diego H-D Co., 5600 Kearny Mesa Blvd., San Diego

Colorado
John's H-D, Inc., 1303 S.W. Frontage Rd., Ft. Collins
La Fore's M/C, 207 Sheridan Blvd., Lakewood
Easyriders Denver, 4090 E. Iliff, Denver
Two Wheelers MC Shop, 1433 W. 38th Ave., Denver

Florida
Easyriders Store, 605 Main St., Daytona Beach
H-D of Miami, 19400 N.W. 2nd Ave., Miami
Fletcher's H-D, 17129 U.S. North, Clearwater
Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
Cycle Lab, 1911 S. State Rd., #7, Ft. Lauderdale
Heaven Cycle, 7254 S. W. 40th St., Miami
Easyriders Ft. Meyers, 4601 Fowler St., Ft. Meyers

Georgia
Easyriders Columbus, 3441 Hamilton Rd., Columbus
Easyriders Atlanta, Units E&F, McDonough

Illinois
Walter's Bros. H-D, 615 S. Maxwell, Peoria

Indiana
Brandt's H-D, Inc., 1617 S. Wabash St., Wabash
Easyriders Merrillville, 254 W. 81st Ave., U.S. 30, Merrillville, (219) 736-2453

Iowa
Zylstra Harley-Davidson, 1930 E. 13th St., Ames
American Attitude, Inc., 406 Hwy. 34, Batavia

Kansas
Bikers Edge Cycle & Leather, 1210 E. Douglas, Wichita
Central M/C Inc., Shawnee Mission Pkwy. 7 Hwy. 6801 Hedge Lane Terr., Shawnee
Seber's Leavenworth Cycles, 222 Seneca, Leavenworth

Louisiana
Easyriders New Orleans, 4230 Veterans Blvd., Metairie

Maryland
Rockville H-D, 7830 Airpark Rd., Gaithersburg

Massachusetts
Dave Frank M/C Sales, 81 Bridge St., Salem

Michigan
Saginaw Valley Motorworks, 3850 S. Huron Rd., Bay City
Detroit Motorcycle Parts, 16297 11 Mile Rd., Roseville
Easyriders of Detroit, 120 N. Main St., Mt. Clemens

Minnesota
Twin City H-D North, 1441 85th Ave. N.E., Blaine
Easyriders Minneapolis, 904 19th Ave. South, Minneapolis

Missouri
Easyriders St. Louis, 14912 Manchester Rd., Ballwin

Montana
Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska
Butterfield's M/C Parts, 8025 Blondo, Omaha

Nevada
Show Bike Performance Center, 17 E. Wyoming Ave., Las Vegas
Easyriders of Las Vegas, 4600 W. Tropicana, Las Vegas
Easyriders of Reno, 335 Kietzke Ln., Reno

New Jersey
Kosco H-D, 1149 State Route 23, Kinnelon

New Mexico
Easyriders Albuquerque, 4101 Menaul Blvd., Albuquerque

New York
H-D of Suffolk County, 4020 Sunrise Hwy., Oakdale
World Wide Cycles, 100 St. Paul St., Rochester
Zack's V-Twin Cycles, 593 Violet, Hyde Park

North Carolina
Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville
Iron Horse MC, 1905 Roosevelt Blvd. W., Monroe
Easyriders Greensboro, 106 College Rd., Greensboro
Easyriders Charlotte, 2317 South Blvd., Charlotte

Ohio
Don's Custom Cycle, 8619 Harrison Pike, Cleves
Mainstreet Easyriders, 1275 W. Main St., Cleveland
Easyriders Columbus, 611 E. Broad St., Columbus
Easyriders Cincinnati, 7220 Dixie Hwy., Fairfield

Oklahoma
Easyriders Tulsa, 10816 E. 71st St., Tulsa

Ontario, Canada
Easyriders Ontario, 621 Hespeler Rd., Cambridge, (800) 266-6332

Pennsylvania
Blocker Enterprises, Rt. 248, Parryville

South Carolina
Easyriders Myrtle Beach, 1318 Celebrity Circle CS4, Myrtle Beach
Easyriders Myrtle Beach, 4019 Hwy. 501, Myrtle Beach

Texas
Easyriders Dallas, 9304 Harry Hines Blvd., Dallas
Easyriders Houston, 12899 Westheimer, Houston
Gasoline Alley, 3211 Kemp, Wichita Falls

Utah
Easyriders Salt Lake City, 1716 South State St., Salt Lake City

Virginia
Shenandoah H-D, 2800-C W. Main St., Waynesboro

Washington
Easyriders Bellevue, 10503 NE 4th Ave., Bellevue
R&R Motor Inc., 2726 Bldg E Black Lake Blvd., Tumwater

Wisconsin
Mischler's H-D & BMW LLC, N. 8063, Hwy. 33, Beaver Dam
St. Croix H-D, 2060 Hwy. 65, New Richmond
H-D of Appleton, Inc., 2144 W. Wisconsin, Appleton
H-D of Green Bay, 727 N. Memorial, Green Bay
Milwaukee Bike Works 10700 W. Parnell Ave., Hales Corners

You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

short strokes

Only the lonely

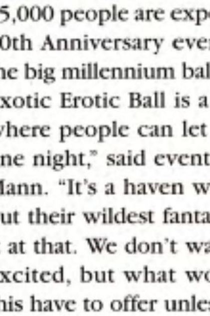
As outrageous as it may seem, my titles are based on nothing, at least initially. I write down the first thing that pops into my limited brain cells and then take it from there. If later on it needs to be shot and thrown from the page, so be it. May the gods of chrome, steel, two wheels and love be with you, now let's get to the news: **Evel Knievel** has had stiff competition launched at him from his son, Robbie, and now Bubba Blackwell. The latter attempted to break Knievel's world record on a Harley-Davidson. Astride his red, white, and blue Harley XR-750, Blackwell attempted a world record-setting jump over 14 semi-trucks. The jump took place June 13 at Suffolk Downs in Massachusetts. The weather was clear and his motorcycle was running fine as he hit the ramp, but the Boston humidity weighed him down and he came up short, just tying Evel's record. At least he didn't break every bone in his body. It was a different story under the sunny Southern California skies, though, when Bubba celebrated Independence Day by sailing over 14 buses in Del Mar, California, to break Evel's record jump over 13 buses, set in 1977...This interesting note came from Roger "Jolly" Larkin of White Plains, Kentucky: "Some perceive bikers have more than their share of nerve damage as a result of too many wipeouts and gunshot wounds. I had the misfortune of catching a bullet with my spine some 25 years ago (at level L2). Last summer I began using **Viagra** for its reputed enhancing qualities. A few months later I began to feel a burning and itching sensation in my hips and in the back of my upper legs. I have since been exercising and have had enough improvement in both motor and sensory skills to suggest that Viagra may indeed be of value in nerve and muscle rebuilding...May 27 marked the day **Excelsior-Henderson** shipped their 500th Super X to a dealer. They're not messing around. In addition, the Belle Plaine, Minnesota, bike manufacturer recently announced its partnership agreement with the NFL's Minnesota Vikings. The agreement makes Excelsior-Henderson the official motorcycle of the Vikes. As a part of the long-term partnership, an

attention-grabbing, custom-painted purple Super X designed by Excelsior-Henderson will lead the Vikings onto the field to start each home game. Finally, from the E-H front, the company held its Second Annual Shareholders' Reunion and Bikers Barbecue on June 5; more than 5,000 enthusiastic shareholders, their families, and friends showed up to party and listen to co-founders Dan, Dave, and Jennie Hanlon share their vision of the company's future. By the end of the day, nearly 400 riders test rode a production Super X motorcycle and more than $7,000 was raised for charity from the sale of commemorative "Reignite the Glory" T-shirts…And from the FBI files, the **Federal Bureau of Investigation** defines a violent street gang/drug enterprise as: "a criminal enterprise having an organizational structure, acting as a continuing criminal conspiracy, which employs violence and any other criminal activity to sustain the enterprise. A gang does not have to have similar clothing, 'colors,' tattoos, hand signs, initiation rituals, or even have a specific name such as 'Crips' or 'Bloods.' Participation in criminal activity is what separates community groups or social clubs from gangs." There you have it in a nutshell…**Total Performance** is beginning to see some limelight on the streets. When East Coast big bike builder Dave Perewitz decided to do a little cruising with Kyle Petty's Charity Ride Across America last May, he chose Total Performance Engineering's ProSeries engine for his Cycle Fabrications creation. "We [the 200-plus riders who made up the fifth annual event] knew we'd be riding to the max the full seven days, and I wanted reliability, comfort, and performance, in that order," said Dave. Of course, the TP Engineering engine did the trick, although Dave's chassis crumbled under the power several times and you could find him in several shops using welders to keep the whole enchilada together. I'm kidding. Even Hamster bikes are built for the road. In fact, I'm riding with 40 of the little creatures to Sturgis…**Victory Motorcycles by Polaris** made a splash in Myrtle Beach, and if you want to check them out, they'll be at Biketoberfest (Oct. 21-24) in Daytona Beach...Man, why can't people just get along? Get this: A recent Associated Press (AP) story reported that a New York high school student is being sued by a teacher for **smoking in the boys' room.** The math teacher at Liverpool High has filed suit against an 11th grader for smoking in the head. The teach alleges that the cloud of smoke he encountered in the boys' room left him with a sore throat, watery eyes, and head congestion. He is seeking $57 for a doctor's visit and allergy medication. In addition, he's hitting the kid for punitive damages…And get this: A man is suing **Penthouse** for $3 million, alleging the magazine robbed his 13-year-old son of his innocence. Give me a break…Finally, for you sex maniacs (leave me out of this) on October 23 and December 31 the Cow Palace in San Francisco will host the Exotic Erotic Ball, **the wildest sex gathering** in the world. More than 15,000 people are expected to attend the 20th Anniversary event in October and the big millennium ball on the 31st. "The Exotic Erotic Ball is a safe environment where people can let it all hang out for one night," said event co-founder, Perry Mann. "It's a haven where they can live out their wildest fantasies…" We'll leave it at that. We don't want you getting too excited, but what would an event like this have to offer unless a handful of bikers crash it? Call (415) 567-BALL for more information. With that I'm back to the garage to tinker on my latest project, and wait for her to call. Then it's Jack Daniel's and fast motorcycles into another star-lit night. Ride forever.

—K. Randall Ball

events

85th Anniversary Party



In San Francisco, one of the oldest motorcycle shops in the world is throwing its biggest bash of the year. Dudley Perkins Co. H-D will host a three-day party, October 8-10, to celebrate its 85th year in business. All events, including music, bike show, poker run, and more start at Dudley Perkins Co. H-D, 66 Page St., San Francisco. For more info call (415) 703-9494 or check the Web at www.dudleyperkinshd.com.

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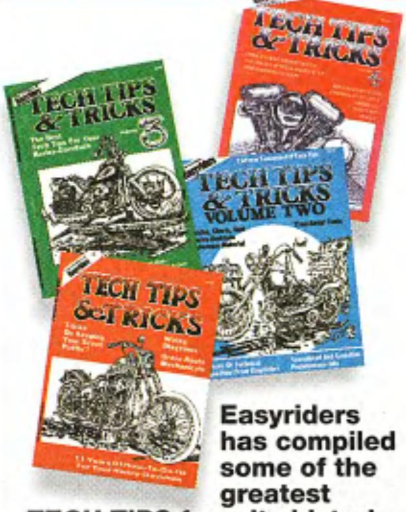

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Motorcycle Mechanics Institute

hall of fame

"Maggot" Mike Williams

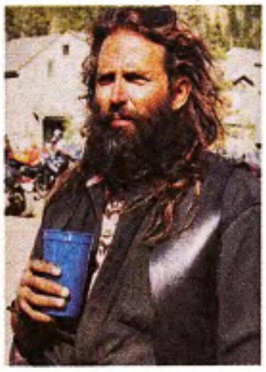

Photo: ABATE of Colo.

It's difficult, when first meeting "Maggot" Mike Williams, to envision him being politically active, much less walking purposefully through the halls of Colorado's state capitol. However, Colorado's legislators view the name "Maggot" as synonymous with motorcyclists' rights in that state.

As one of the earliest members of ABATE of Colorado, Mike was famous for cooking the pigs at various events and was content being "just a member." In 1992, he was nominated as district representative for Colorado's largest district and won that election by one vote. Since that day, he's held a seat on the state board of directors, first as district representative and then as regional coordinator and, finally, replacing Mark Buckner as state coordinator when Mark went on to become president of the MRF.

During Mike's tenure as state coordinator, he has provided strong leadership by helping ABATE of Colorado to remain one of the most respected organizations to lobby at the state capitol. And to lobby with him is an experience. Most legislators know him by name and his opinion is generally highly regarded. He is known to be a man of his word by both legislators and motorcyclists.

Mike Williams has helped train motorcyclists' rights activists around the country as well. A longtime supporter of the MRF, he has presented workshops on improving the effectiveness of bikers' rights organizations at MRF conferences since 1993. In 1998, the MRF recognized Mike with its most prestigious award, the John "Farmer" Eggers Award, for service to the bikers' rights movement. Under the leadership of people like Mike Williams, Colorado continues to be one of the "free" states for motorcyclists.

—ABATE of Colorado

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Harley's limited-edition Diamond Ice collection

Just one look at these new limited Softails makes me feel like I'm skiing down an Arctic glacier wearing nothing but a smile, and a mouth full of Peppermint Patties and ... oh, sorry, I got carried away. The limited-edition Fat Boy and Heritage Softail shown here are both adorned with Harley's new sleek Diamond Ice silver finish paint. These are bikes that Mr. Freeze would dig. See 'em at your friendly neighborhood H-D dealer. But hurry, they won't last long. (Jeez, I hope that doesn't mean that they'll melt.)

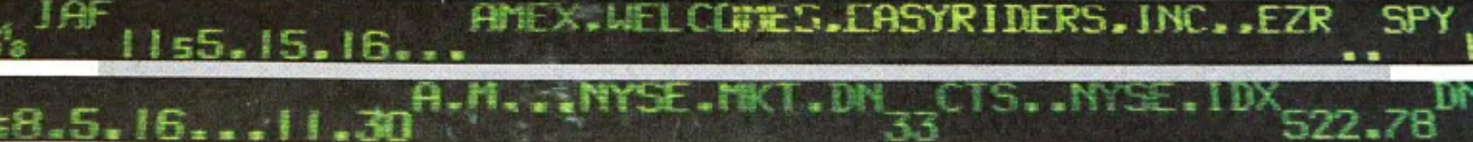
Photos: Harley-Davidson Motor Company

investment news

Two-Wheeled Investor

The following is for information purposes and should not be considered a solicitation to buy or sell any security. Neither Easyriders, Inc., nor any other party guarantees its accuracy or makes warranties regarding results from its usage.

Symbol	Company	Date Public	Last Quote	Date	52-week High/Low
BIKR	BIKER'S DREAM	1997	2 17/32	07/20/99	9.21 - 2.257/16
EZR	EASYRIDERS, INC.	1998	1 7/16	07/20/99	4.25 - 1.00
BIGX	EXCELSIOR-HENDERSON	1996	6 1/4	07/20/99	11.00 - 5.25
HDI	HARLEY-DAVIDSON	1986	56 11/16	07/20/99	64.06 - 26.12
PII	POLARIS/VICTORY	1996	41 15/16	07/20/99	45.68 - 24.00
TMOT	TITAN MOTORCYCLES	1998	3 13/16	07/20/99	5.25-3.50



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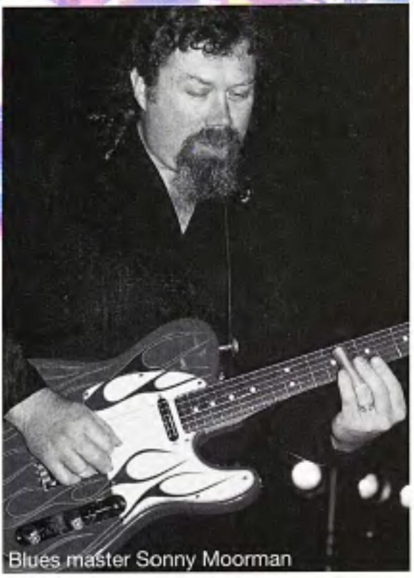
ACTS THAT WILL ROCK DA HOUSE!

DAVE MASON, EDGAR WINTER, MARSHALL TUCKER, JEFFERSON STARSHIP, COMMANDER CODY & MORE AT THE EASYRIDERS ROCK-N-BLUES FESTIVALS


Blues master Sonny Moorman

Ya don't roll into a new century without closing the last one down in style. Easyriders Rock-N-Blues Festivals promise to do that in spades.

The former Easyriders Rodeo was renamed because this year's shindig has way more goin': new locations, new activities, and, foremost, a new focus on music.

This summer's Rock-N-Blues Festival in Ft. Lauderdale, Florida (Sept. 24-26, Big Cypress Seminole Reservation), is proud to partially benefit the kids at the Boys & Girls Clubs of Broward County. The organization is dedicated to making a difference in the lives of kids ages 7-17.

OK, on with the lowdown on this year's featured performers. Sonny Moorman is the prodigal Cincinnati son who returned from studying music in California to raise the local roofs a decibel or two. His regional accomplishments include being named "Best Band" by members of the Cincinnati Blues Society two years in a row. Sonny's albums, *L*I*V*E and Telegraph Road* (706 Records), gained attention in *Guitar* magazine, who wrote, "He can make his guitar cry like an Atlanta Brave after the World Series." Ya gotta love it ...

Tinsley Ellis calls himself a "rock and roller who plays the blues." *Rolling Stone* magazine gave him two thumbs up, along with the following accolade: "His eloquence dazzles ... he achieves pyrotechnics that rival Jeff Beck and Eric Clapton." Hailing from Atlanta, Ellis' early influences were the Yardbirds, The Animals, Cream, and the Rolling Stones. That melding of sounds can be heard on his Alligator Records releases, *Georgia Blue, Fanning The Flames, Trouble Time* and *Storm Warning*, and his latest album, *Fire It Up*.

Commander Cody and his Lost Planet Airmen etched one into the rock history books with *Hot Rod Lincoln*, and they've been barrelin' along ever since. The former assistant art professor turned rock/country/lord-knows-what keyboard player has kept the creative faith since 1969. With a 17-tune CD on AIM Records and a newly revamped Lost Airmen crew, the Commander is cleared for takeoff at an Easyriders Rock-N-Blues Festival stage near you.

Dave Mason co-founded Traffic at the age of 18, wrote Joe Cocker's *Feelin' All Right*, played with Delaney & Bonnie and Friends, and has recorded with Jimi Hendrix, George Harrison, Paul McCartney and the Rolling Stones. The Dave Mason Band recently recorded several live concerts for a pending record release.

Edgar Winter's 20-year career has generated 15 albums of rock/blues. His *Free Ride* and *Frankenstein* are two of the most distinctively recognizable songs ever written. Whether he's wailin' on the sax or flailin' on the synthesizer, ya just can't keep the guy down.

The Marshall Tucker Band was named after a blind piano tuner whose name was found on a key ring in a rehearsal hall. The band has been beltin' out their version of Southern Rock/blues-influenced music for 25 years, and they're still standin' tall. A few gold and platinum albums to their claim hasn't hurt either. Their latest release is *Face Down In The Blues* (Era/Ktel Records). You'll see this legendary band at several of our Rock-N-Blues events.

Jefferson Starship ... now these guys have been there and done that. As Jefferson Airplane, they helped define the San Francisco rock sound with classics like *White Rabbit* and *Somebody To Love*. The musical spirit of Marty Balin, Jack Casady, and Paul Kantner rock on in the current version of Starship, with *Windows of Heaven* being their most recent release (CMC International Records).

Enough chatter. It's time to saddle up and roll on out to the ragin' stage. Anything less just wouldn't be proper use of your summer!

—*Captain Trash*

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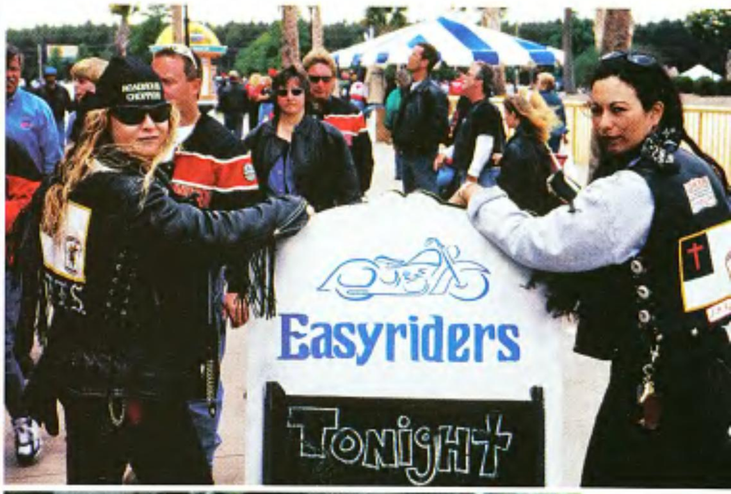
Amazin' Myrtle Beach

59 YEARS AND GROWIN'

The sky was a perfect blue above the Easyriders Cafe in Myrtle Beach, South Carolina. Sonny Moorman was blasting out some nasty blues from the outdoor stage, so it took a minute to identify the source of that mosquito-like buzzing that was growing louder and louder. Then Larry Curik of Mid-USA came whizzing up on a hot rod motorized barstool that looked like a go-cart on steroids. The barhopper in question allowed Larry to blast from bar to bar without ever giving up his seat. Not that we're promoting drinking and driving, mind you.

The motorized barstool found a perfect home in Myrtle Beach in the land of 100-plus golf courses with balmy breezes, temps in the mid-70s, and beaches and bars that stretch on

DERS
PURE STEEL



forever. For 59 years now, the biker nation has made the little beach community a movable feast, coming to frolic with Southern Belles in their natural habitat. Most folks find a room at one of the many hotels that stretch for miles along Ocean Boulevard. But not all bikers were offered a dose of Southern hospitality by the local hotel owners. Several hotels refused to sell rooms to bikers, but the ones that did were more than friendly. There were even "No Colors Allowed" signs up at some businesses, but for the most part, Myrtle Beach opened its arms and hearts to us with sweet Southern smiles, gallons of sweet tea, and a ton of down-home pulled pork (not to mention all the oysters that exist in the free world).

Riders from all over the country, but mostly from the East Coast, began riding in from May 12 through 15, and the first thing you noticed was that there was some type of golf course (including miniature golf) at every other block. NASCAR is big in the South and we couldn't help but stop by the NASCAR Cafe to check out the Titan display and zip around the track on a tiny version of Richard Petty's winning ride. Just up the street on Highway 17, Broadway At the Beach was home to the Hard

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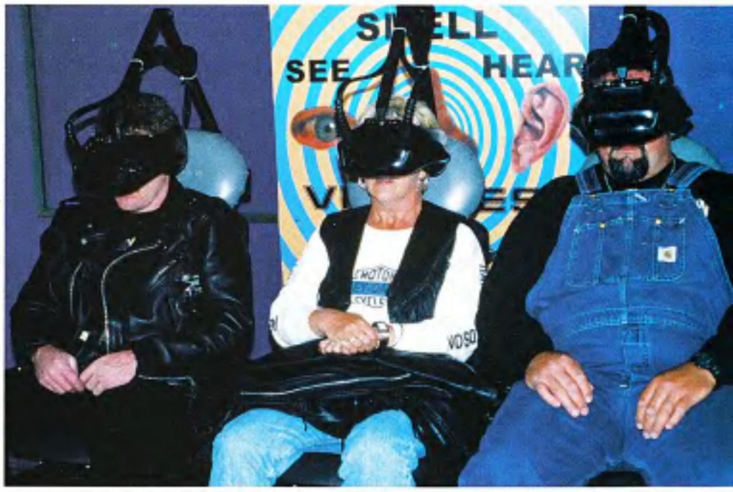

Rock Cafe, the Easyriders Cafe, and a slew of other bars and restaurants in a park-like setting. Bike manufacturers and featured vendors were here, such as Indian/CMC, Big Dog, Panzer, American Ironhorse, Biker's Choice, Mid-USA, Drag Specialties, and more.

Rally headquarters was over at the Myrtle Beach Convention Center, where Harley-Davidson had its demo fleet, museum, parts, accessories, and clothing display. Down Highway 501, Easyriders of Myrtle Beach was a busy place to be, but offered more vendors and great run T-shirts. Lots of folks made it through the sudden rainstorm on Friday to catch the 11th Annual Grand Stand National Championship 1/2 Mile Motorcycle Race at Myrtle Beach Speedway, featuring 750cc bikes and the AMA 883 Grand Nationals. Those who didn't make it to the track enjoyed the concert by rock legends Bachman-Turner Overdrive at Broadway At the Beach.

For those into visiting local titty bars, there was everything from the dark and raunchy Miss Kitty's to the high-end plush setting found at Thee Dollhouse (heck, where do you think we scout for Easyriders cover girls?).

DUELING PIANOS

Hard Rock
AFE

Though the local police showed themselves in a big way, they were pretty cool considering this was the biggest turnout ever. More than 120,000 bikers left behind many millions in the city's various attractions, restaurants, bars, and hotels, not to mention T-shirt and stuffed alligator sales at Eagles and Wings (pronounced *wangs*).

The Easyriders traveling carnival of moto-journalists, photographers, and video crew learned many things at Myrtle Beach this year. For instance, Southerners never say the plural of the word "cent;" rather they keep it singular, as in, "That'll be ten cent." No one ever does anything at that moment because they are all "fixin'" to do something; they never go to the all-night naked buffet at Flapjack Sally's ... all good titty bars have a cover charge; all barbecues are not equal; Panzer actually water tests its new bikes by riding them into canals; and "Omars" is *not* slang for "Gomers." Meanwhile, never let Branscomb Richmond introduce you as Lorenzo Lamas and always come back to Myrtle Beach for their Bike Week shenanigans. We're talkin' good attitudes, decent prices, and perfect riding. What more do ya want?

—*Phantom Dave*

Photos: Pat Randle

We care about you. Sign up for a Motorcycle Safety Foundation Rider Course today (for info call 1-800-447-4700). Ride with your headlight on and watch out for the other person. Always wear a helmet, proper eyewear and appropriate clothing. Insist your passenger does too. Protect your privilege to ride by joining the American Motorcyclist Association. ©1999 H-D.

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MOTOR HARLEY-DAVIDSON CYCLES

This late-breaking news just in: When ketchup leaves the bottle, it travels at approximately 25 miles per ... YEAR! See, who says Easyriders *ain't educational?! And now, without any further fondue ... we present Talking Tech.*

—The Management

End Play Procedure

What's the procedure for checking wheel bearing end-play with the wheel off the bike? I saw it done a long time ago, but can't remember now ... too many beers ago, I guess. Anyhow, just curious.

Smiley
Ft. Wayne, Indiana

No sweat. Take the wheel (out of the bike), slip the axle through it, and pile up enough wheel spacers, washers, or whatever, on both sides of the axle until you are able to tighten the axle nut to the appropriate torque setting specified for your motorcycle. You're simulating the wheel being in the bike, and by torquing up the axle you can then stick a dial indicator (on the hub is best) up in place, and pull the axle back and forth to check end-play. That's it. Hope it helps.

One From Wrench

This is a freebie for all you speed freaks out there looking to make your ride real fast. A while back, I was doing some work on a friend's scoot (that happens when people find out you know how to work on bikes ...) and I noticed something interesting. His Softail has a 16- x 3-inch billet wheel, with an Avon 140 rear tire with a matching billet belt pulley and rotor. While I had it off to change his drive belt, I threw the whole wheel assembly on the scale. For some silly reason, I thought this billet wheel wouldn't weigh as much as it did, so I compared it in weight to the one on the back of my bike. I run an American Wire Wheel 16- x 5.5-inch 80-spoke wheel with an Avon 200, aluminum chain sprocket and a small rear rotor. Well, the heavy 80-spoke wheel—with all its goodies—weighed only one pound more than the narrow billet wheel. Remember, just because it's billet, doesn't mean it's lighter. Stronger, yes, but not always lighter. Ideally, if I wanted to knock weight off my bike, I'd use an Akront spoke wheel and lose probably 20 pounds, so when you're considering light weight, don't rule out them spokes. Just thought you'd like to know.

Wrench
Stuck in the garage

Takin' Out The Thrust

Last winter I went through my engine for a complete overhaul. This meant splitting the cases and disassembling the flywheels to check everything out. After all, the ol' Shovel's got a lot of miles on her. Anyhoo, I noticed that the bronze thrust surfaces on the wheels around the crank pin are in need of replacing, but what's the best way to get 'em out?

Bob Slade
Minneapolis, Minnesota

Sometimes a small punch and a hammer will knock them out by driving the punch into the bronze. You can also take a 1/4-inch drill and drill through them until you just break through (they're only about 3/32-inch thick). Then pry them out with a screwdriver or knock 'em out with a punch. Either way, try not to gouge the flywheels.

Gimme A Brake!

I'm the proud owner of a 1982 FXWG. The previous owner lowered it approximately 3 inches, which looks and feels great, except when I hit a bump or take my girl out for a putt. That's when the top of the rear caliper smacks the crap out of the fender strut. I'm told to either raise the bike back up, shorten/lengthen the anchor arm to spin the caliper around, which to me doesn't look good or too safe. Do they offer a kit anywhere? If possible, I would appreciate a safe and affordable solution.

Mark
Baltimore, Maryland

The position of the caliper on the rotor makes no difference safety-wise. Every motorcycle you see on the road, from Harleys to full-on sport bikes, all mount the rear caliper in various locations. Performance Machine has one of the largest selections of direct fit and retro-fit brake kits for your H-D. Their number is (714) 523-3000, or you can check them out on the Web at www.performance-machine.com. Tell 'em Wrench sent ya, and they'll take good care of you.

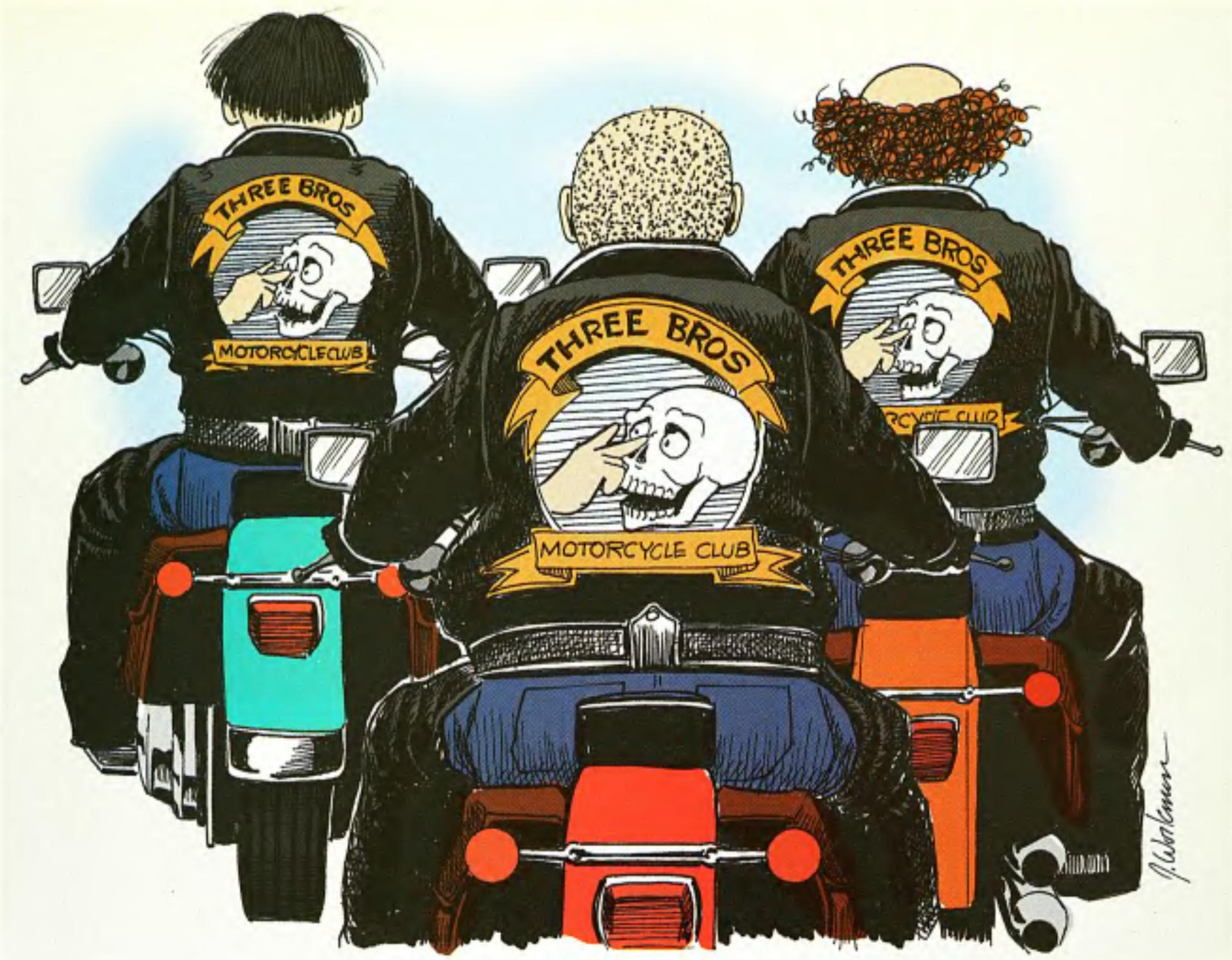
Livid Over Lifters

All my former Harleys had solid lifters, if they came with hydraulics, I changed them to solids. My current Harley is a 1984 FXSB Shovelhead, and it's bone stock. I'm trying to keep it as close to original as possible. The mileage just passed 65K so I did a complete top-end job, new everything. My problem is, I can't get these damn hydraulic lifters (pushrods) adjusted correctly. The only reason I haven't gone to solids is because hydraulics are originals and are better on the motor ... or so I've heard. Now, can anyone explain to me (in plain English) how to adjust my pushrods?

Sundown
Dayton, Ohio

Well, I'd sure like to know what it is that your engine is doing, bro. By this I mean several things: First, when pushrods are adjusted too far out, they will hold the valves open, and the engine won't start. Second, too little adjustment will yield a ton of noise and poor performance. Since I've had several friends with bad lifter experiences of late, I'll pass along a few things to you. You didn't specify whether or not the lifters are new with your top-end job or the originals. One bro of mine lost a lifter (roller bearing) and he couldn't get proper adjustment. Another bro switched lifters and cured his problem because the originals were all messed up internally and were not bleeding down properly during pushrod adjustment. Much as it may be a pain, pull the lifters and at the very least, give 'em a clean. If you do go solid, only you will know the difference, and properly adjusted they are no worse on the engine.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.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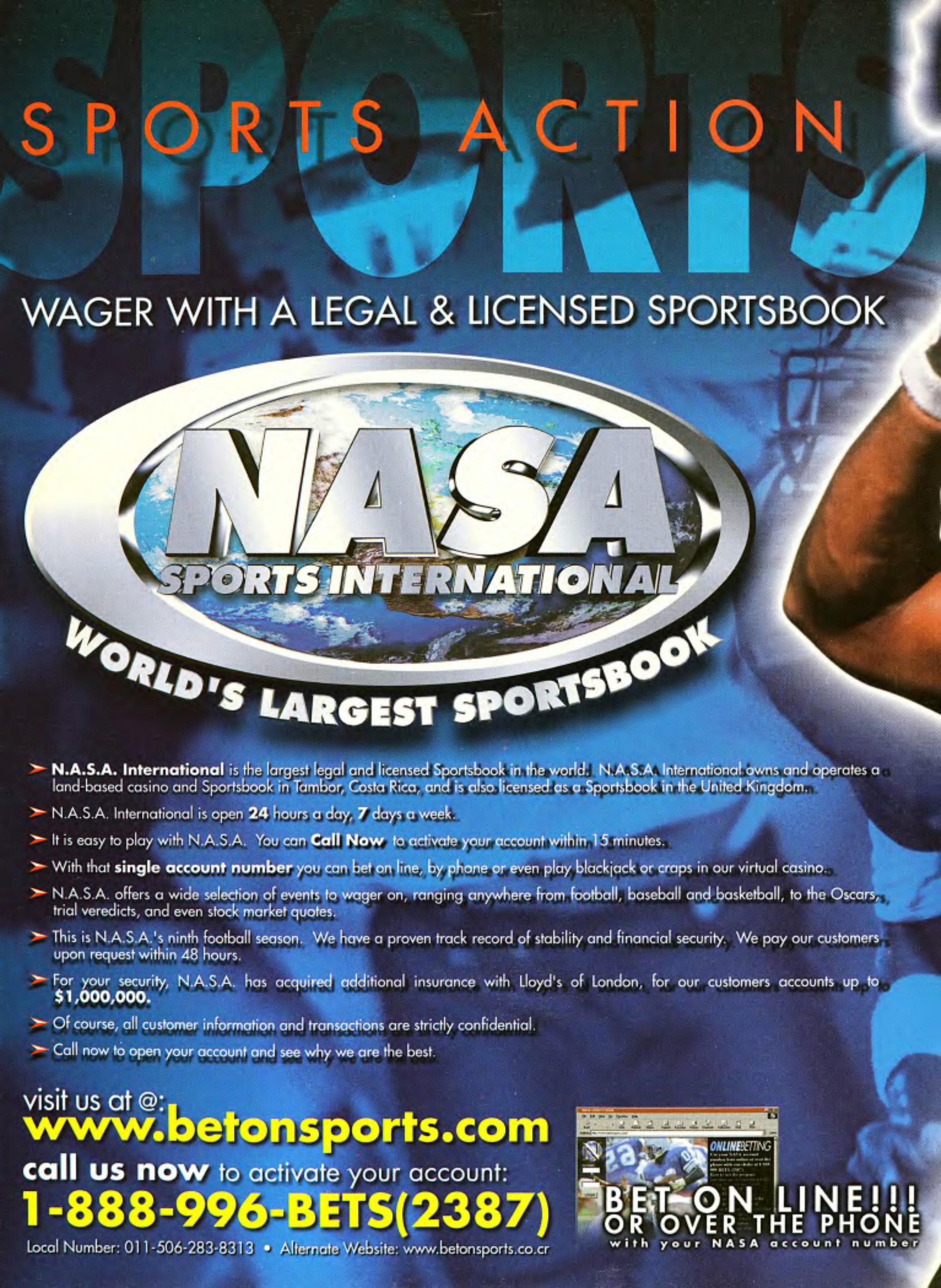
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DISCOVER

Artist: Jason Goldberg
Collector: Sue Pabst
Photo: Billy Tinney

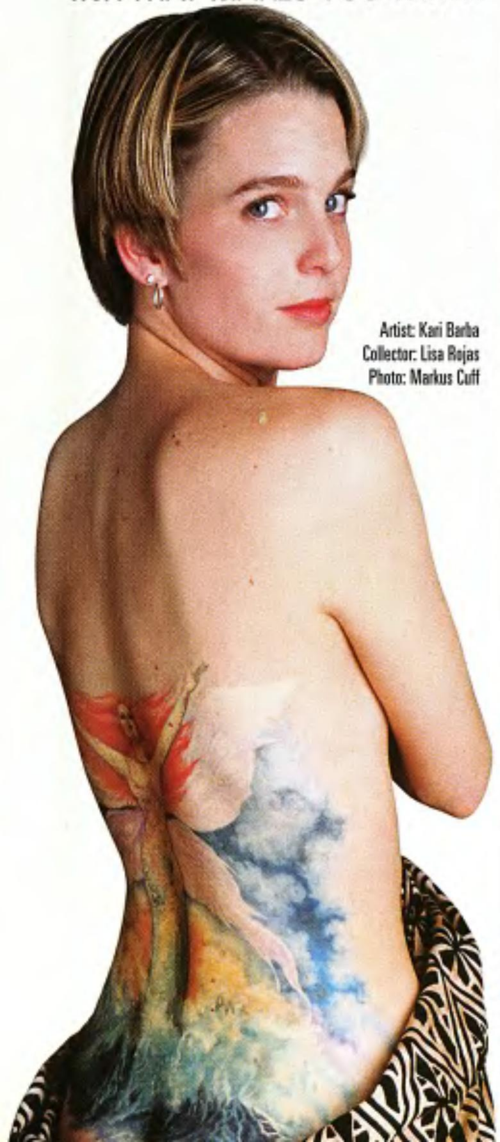
It's skin deep and lifelong, the second most permanent thing to brotherhood. Taking the plunge means leaving the ordinary world behind, because you either wear ink or you don't. We've gathered a sampling of the best art we could find from the archives of Easyriders' epidermal art publications: *Tattoo*, *Tattoo Savage* and *Tattoo Flash*. Hundreds of hours and thousands of dollars have gone into these living creations; we hope you enjoy the eyeful.

If it makes you want to stare at a wall of samples amid the hypnotic hum of an artist's drill, then ... who knows? Maybe someday you'll be looking at yourself in these very colorful pages.

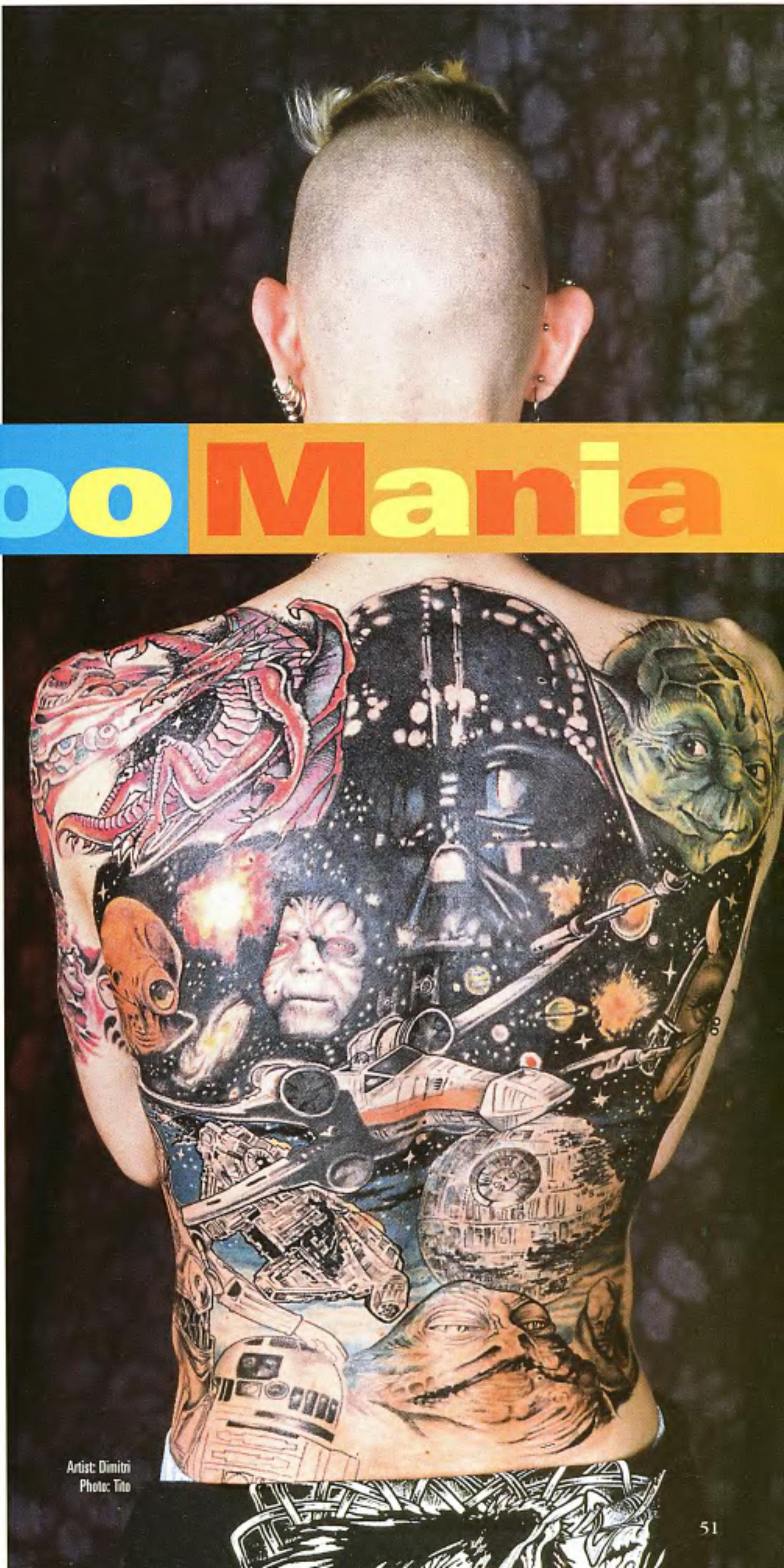
—*Phantom Dave*

Tattoo Mania

INK THAT MAKES YOU THINK



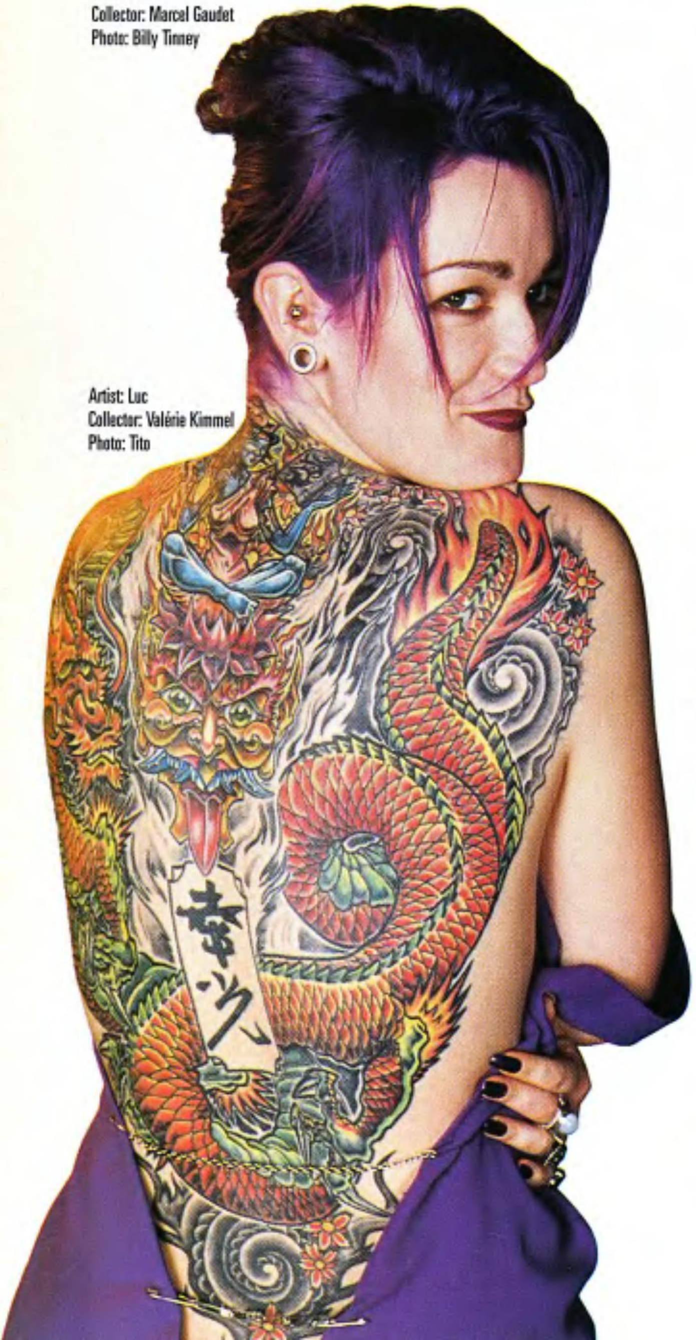
Artist: Kari Barba
Collector: Lisa Rojas
Photo: Markus Cuff



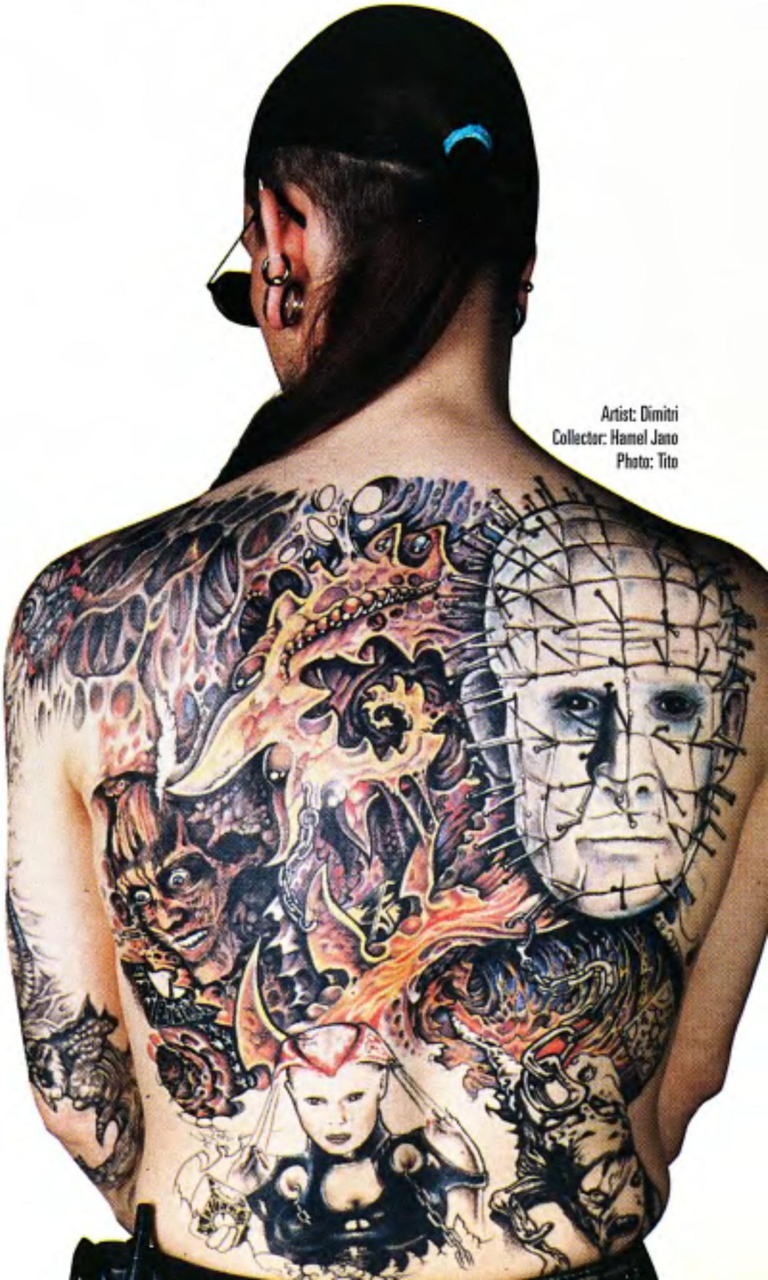
Artist: Dimitri
Photo: Tito

Artist: Hens
Collector: Marcel Gaudet
Photo: Billy Tinney

Artist: Manu
Collector: Teddy Cretiaux
Photo: Billy Tinney



Artist: Luc
Collector: Valérie Kimmel
Photo: Tito

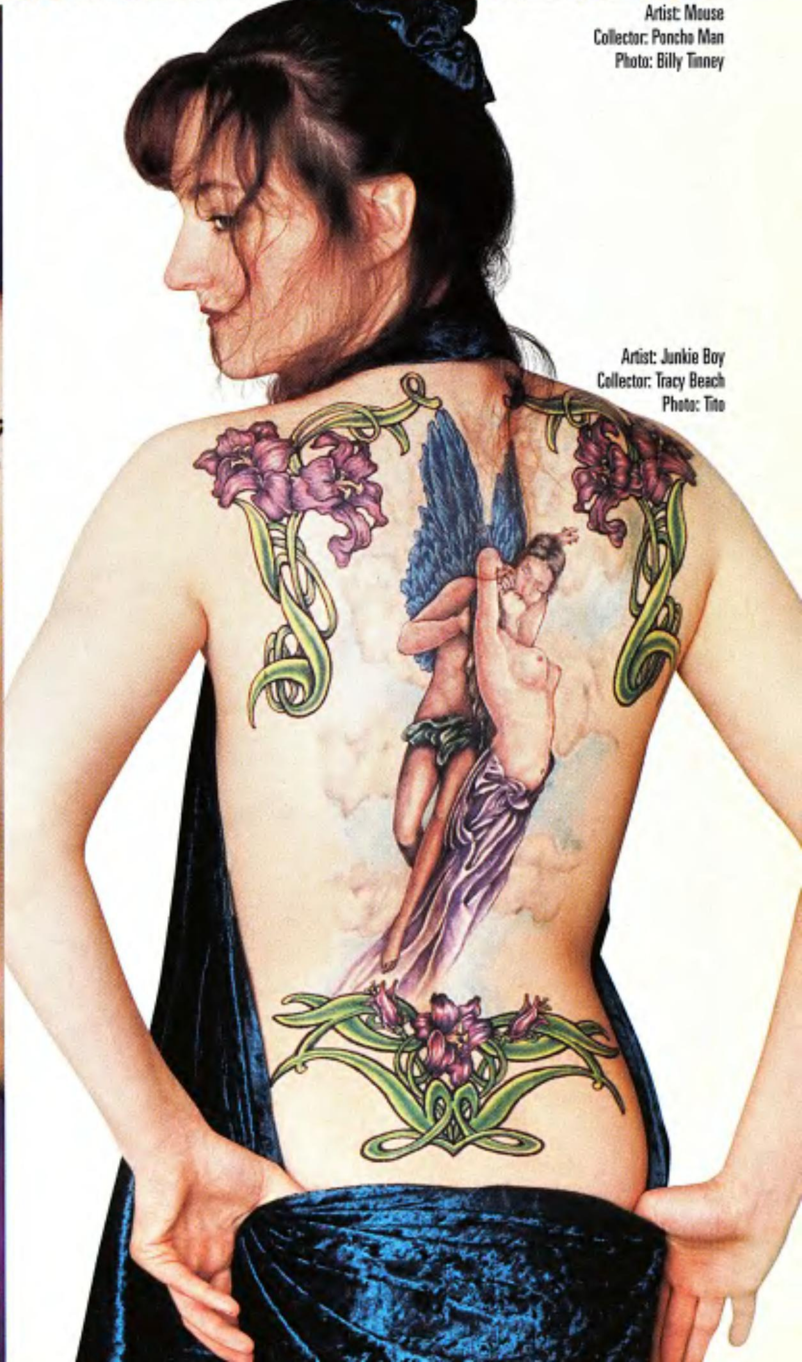


Artist: Dimitri
Collector: Hamel Jano
Photo: Tito

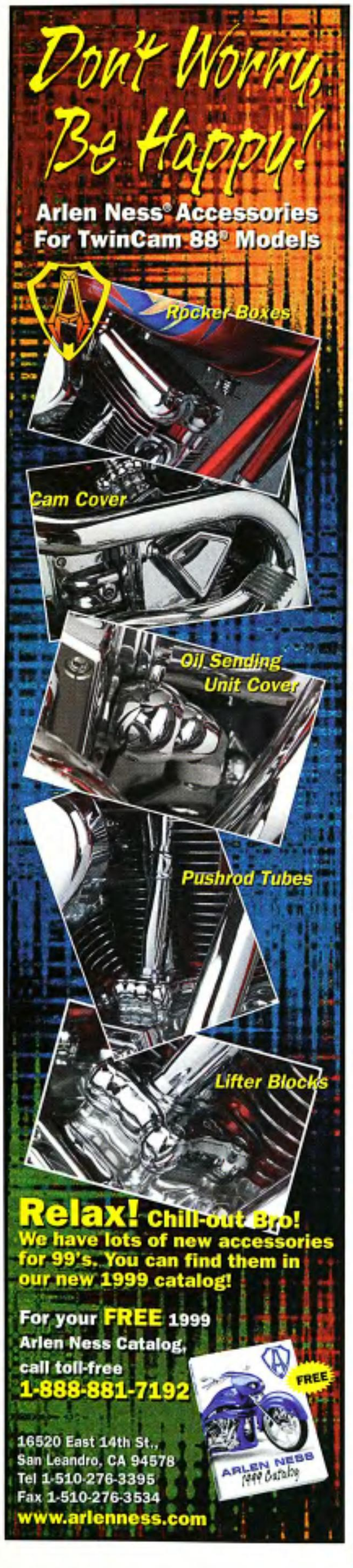
Artist: Linda Lee Tobin; Photo: Markus Cuff

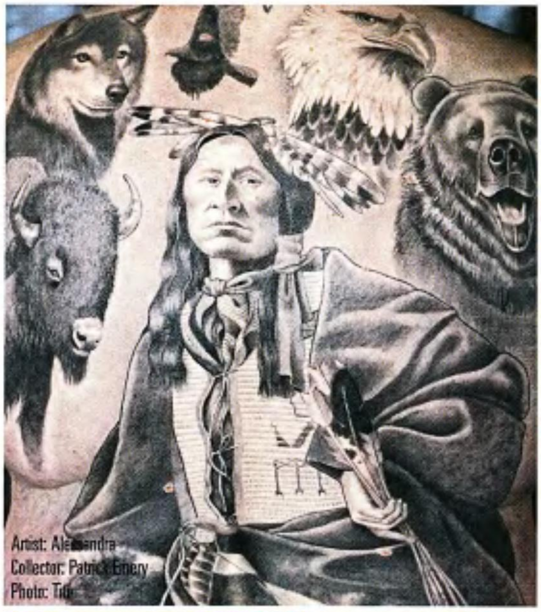
Artist: Mouse
Collector: Poncho Man
Photo: Billy Tinney

Artist: Toran
Collector: Sue Krisak
Photo: Billy Tinney

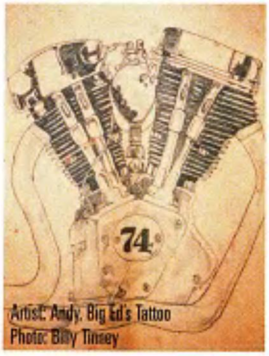


Artist: Junkie Boy
Collector: Tracy Beach
Photo: Tito




Artist: Alessandra
Collector: Patrick Emery
Photo: Titi

Artist: Magic Mike
Collector: Rudy Kreienbaum
Photo: Billy Tinney


Artist: Andy, Big Ed's Tattoo
Photo: Billy Tinney

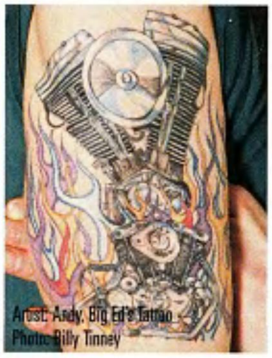
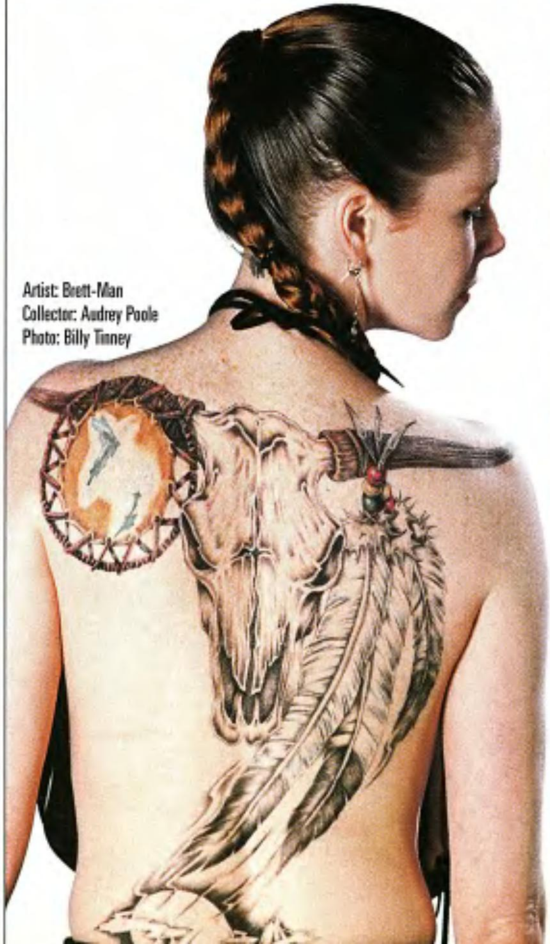
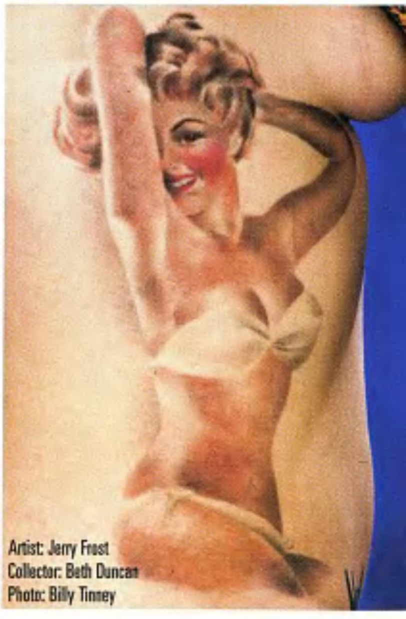

Artist: Andy, Big Ed's Tattoo
Photo: Billy Tinney

Photo: Billy Tinney


Artist: Brett-Man
Collector: Audrey Poole
Photo: Billy Tinney

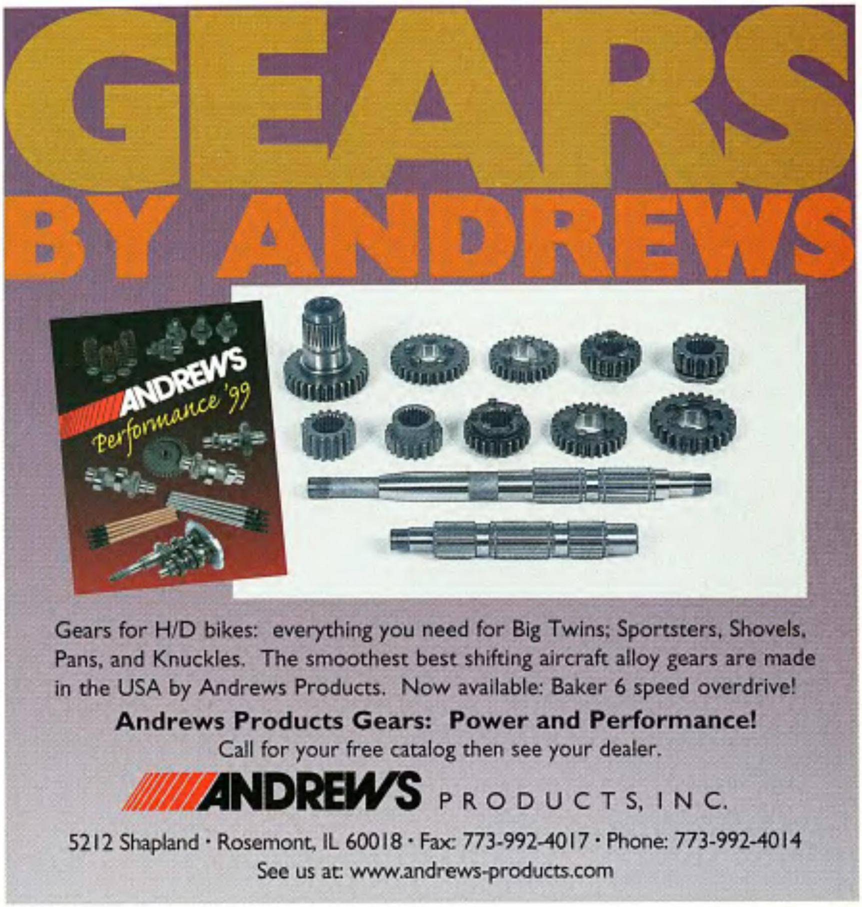

Artist: Jerry Frost
Collector: Beth Duncan
Photo: Billy Tinney

Artist: Sting
Collector: Hans Diehl
Photo: Billy Tinney

Artist: Tom Renshaw
Photo: Billy Tinney

Artist: Tista De Boer
Photo: Markus Cuff

Artist: Vinny Kapelewski
Collector: Arielle
Photo: Billy Tinney



Russ Tom's Twin Cam Terror

Take a good long look at this beefed-up 95-cubic-inch Twin Cam custom by Russ Tom's Downtown Harley of Seattle, Washington. This is the future. As the age of the Evo goes the way of the Shovelhead, customizing wizards are setting their sights on a whole new galaxy of possibilities. We debuted the world's first Twin Cam chopper right here on these pages and, last month, unveiled the finished bike by Bob McKay. Now, Russ Tom and his talented team from the land of lattés have stepped up to the bar with a whole new kind of motorcycle.

This project began with a phone call from custom car and bike enthusiast Gerald MacPherson to Downtown Harley's Brian Mitchell. Brian has been in charge of DHD's custom shop for the past five years and has created some truly amazing motorcycles for Gerald. "What are you building these days?" MacPherson asked eagerly. Brian was looking at a brand-new 1999 FXDX. When his eyes focused in on the new Twin Cam motor, he smiled and said, "I'm building a custom street rod out of Harley's new Twin Cam motor." There was a silence on the

Y O U ' R E L O O K I N G A T T H E F U T U R E

other end of the phone. "Build one for me too," Gerald said. When Brian asked Gerald what color he wanted, he just said, "Loud!"

Brian ordered an Arlen Ness frame and Jesse James fenders and went to work by adding a few horses to the Twin Cam. "Gerald gave us free reign with this bike," Brian told us. "We had built enough bikes for him in the past to know the look he likes, so there were no sketches. I just created the bike out of the back of my head." Gerald saw the bike following its initial assembly and gave it the thumbs up before returning to his home in Thailand. Then the bike was dismantled and sent over to Russ Foy at Custom Classics for the addition of the "loud" flames over DuPont purple paint that adorn this Twin Cam Terror. The custom pipes are a Downtown Harley signature that clearly tell the world to get out of the damned way. Gerald never saw the finished bike before delivery. "I hope he likes it," Brain said, chuckling. "We've never had a complaint yet."

As this is written, the bike has joined Gerald in Thailand, never to see these fair American shores again. As for Brian, he's swamped creating over a dozen ground-up customs a year at DHD, from turbo-charged Road Kings to more magically transformed Twin Cam bikes. As for what the future of custom bike building holds, Brain says, "I want to see what Harley will do with the Softail line now that they have the Twin Cam motor. Everyone will want one of those." One thing's for sure, DHD will be waiting and ready to turn stock bikes into wild rides as long as guys like Brian Mitchell and Russ Tom dare to dream.

—Phantom Dave Nichols

Easyriders

passin' gas

Years after nearly giving up on the idea of motherhood, a 76-year-old woman had a baby girl with the help of a fertility specialist. All her relatives were soon over to visit, of course, but when they asked to see the baby, the mother held them off.

"Please, not quite yet," she insisted.

A little later, the visiting kinfolks asked again to get a quick peek at the newborn.

"Not yet," repeated the elderly mother.

After an hour had passed, the relatives were getting impatient. "Well, when do we get to see the kid?" they pressed.

"When the baby starts to cry," she said.

"But why do we have to wait until the baby cries?"

"Because," the mother said, "I forgot where I put her."

Dago
Simi Valley, Calif.

Mule was discussing his upcoming wedding with his closest partner.

"Since I'm finally gonna get hitched to the ol' lady, I was thinkin' of gettin' her name tattooed across my chest. Whaddaya think, bro?"

"Shit, Mule," said his partner, "marriage is one thing, but a tattoo is *permanent.*"

Chauncy
The Mews, London

Groaner of the Month:

A fisherman's wife gave birth to twin boys. When the babies were side-by-side, they always faced in opposite directions, so they were appropriately named "Forward" and "Away."

Years later, the fisherman took his two sons out on the boat, but he returned alone the next day with tragic news.

"Our boy Forward hooked an enormous fish," he explained to his wife. "The brave lad struggled for hours to reel him in, but suddenly the fish pulled Forward into the sea—and we never saw him again!"

"Oh, how terrible!" his wife sobbed uncontrollably.

"Aye, it were terrible, all right," said the fisherman, "but you should've seen the one that got Away!"

Dave's
Not Here

A woman from California purchased a piece of timberland in Oregon. There was a large redwood on one of the highest points in the tract, and since she wanted to get a good view of her land, she began to climb the big tree. As she neared the top, she encountered a spotted owl, which immediately attacked her.

In her haste to escape, the chick slid down the tree all the way to the ground, getting many splinters in her private parts. In considerable pain, she limped to the nearest doctor. He listened to her story, then told her to go into the examining room and he'd see if he could help her. She sat and waited for almost three hours before the doctor reappeared.

The angry lady demanded, "What the hell took you so long?"

Unperturbed, the doctor replied, "Well, ma'am, I had to get permits from the Environmental Protection Agency, the Forest Service, and the Bureau of Land Management before I could remove old-growth timber from a recreational area."

Kit Maira
Agoura Hills, Calif.

The new prospect, Sluggo, had landed himself a job as a life insurance salesman, and he'd just sold his first policy, a big one for 500 grand. He stood proudly before his boss's desk and waited to be congratulated.

"You did good, young man," said the honcho. "I'm really glad now that I took a chance and hired you in spite of your motorcycling background. But there's just one thing—you forgot to get a urine sample from the applicant for our doctor to approve.

That's part of the sale, so remember that next time."

A few days later, Sluggo staggered into the boss's office, struggling under the weight of two huge Sparklett's bottles completely filled to the top with foaming piss.

"What the hell do you think you're doing, hauling those things in here?" demanded the boss.

Sluggo grinned widely and announced with pride, "I just got the whole club to sign up for a group policy!"

Big D
Funtown

A dude goes to visit his grandfather in the hospital. "How are you, Gramps?" he asks.

"Feeling fine," says the old man.

"What's the food like?"

"Terrific, wonderful chow."

"And the nursing?"

"Just couldn't be better. These young nurses really take care of you."

"What about sleeping? Do you sleep okay?"

"No problem at all—nine hours solid, every night. At 10 o'clock they bring me a cup of hot chocolate and a Viagra tablet, and that's it. I go out like a light."

The grandson is puzzled and a little alarmed by this, so he rushes over to question the nurse in charge. "What are you people doing?," he asks. "I'm told you're giving my grandfather Viagra on a daily basis. Surely that can't be true?"

"Oh, yes," replies the nurse. "Every night at 10 o'clock we give him a cup of hot chocolate and a Viagra tablet. It works wonderfully well—the chocolate makes him sleep, and the Viagra stops him from rolling out of bed all night."

Tom Gloeckner
Milwaukee, Wis.

A young boy from the city went to visit his uncle, who owned a farm. For the first few days, the uncle showed him the chickens, cows, and crops, but it was soon obvious that his nephew was getting bored, and the uncle was running out of things to amuse him with.

Finally, the uncle said, "Say, why don't you grab a gun, take the dogs, and go shooting?"

This seemed to cheer up the nephew, and with great enthusiasm, off he went, with the dogs following happily.

After a few hours, the nephew returned.

"So, young'un, how'd you enjoy that?" asked the uncle.

"It was great!" exclaimed the nephew. "Got any more dogs?"

Cousin Hank
Portsmouth, N.H.

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: Russ Tom
City: Seattle, Washington

General

Fabrication: Downtown H-D
Year/make: 1999 H-D
Model: Special Construction FXD
Assembly: DHD
Chroming: Art Brass

Engine

Year/model: 1999 Twin Cam 95
Rebuilder: DHD
Ignition: Screamin' Eagle
Displacement: 95 cubic inches
Lower end: H-D
Pistons: Screamin' Eagle
Cases: H-D
Heads: H-D
Cam: Andrews
Carb: Mikuni
Pipes: DHD
Modifications: Pro-One air cleaner

Transmission

Year: 1999
Modifications: Rev Tech six-speed

Paint

Molding: Custom Classics
Painter: Russ Foy
Color/type: Purple/DuPont
Special paint: flames

Frame

Year/type: 1999 Dyna
Builder: Ness/DHD
Shocks: B&T Manufacturing
Modifications: 35-degree rake, 2-inch stretch, cut and lowered seat area, custom side panels

Accessories

Bars: drag
Handlebar controls: Ness
Fenders: Jesse James/DHD
Headlight: Headwinds
Taillight: Paul Yaffe
Speedo: none
Dash: none
Pegs: Legends
Foot controls: H-D
Electrics: DHD
Gas tank: Battistinis
Oil tank: H-D
Oil system: stock
Seat: Mack's Upholstery
Mirrors: none
Grips: Pro-One

Forks

Type: 55mm
Builder: Ceriani
Modifications: chromed

Wheels

Front

Type: Ness
Size: 16-inch
Tire: Avon
Brake: Performance Machine

Rear

Type: Ness
Size: 16-inch
Tire: Avon 180
Brake: Performance Machine

Photos: Raiko Hartman

IF ALL YOU SEE IS A PEACE SIGN, YOU'RE PROBABLY NOT READY FOR A TITAN.
Your palm is the crankcase, your fingers are cylinders, and this V-twin fits that diamond shaped space as if the frame and the engine had been made for each other. And at Titan, they have. Using only the best components available, we build each V-twin engine ourselves, giving Titan the superior performance for which it's renowned. One man does this, by hand. Building a bike that we believe is as close to perfection as can be. Now that's what we call peace, man.
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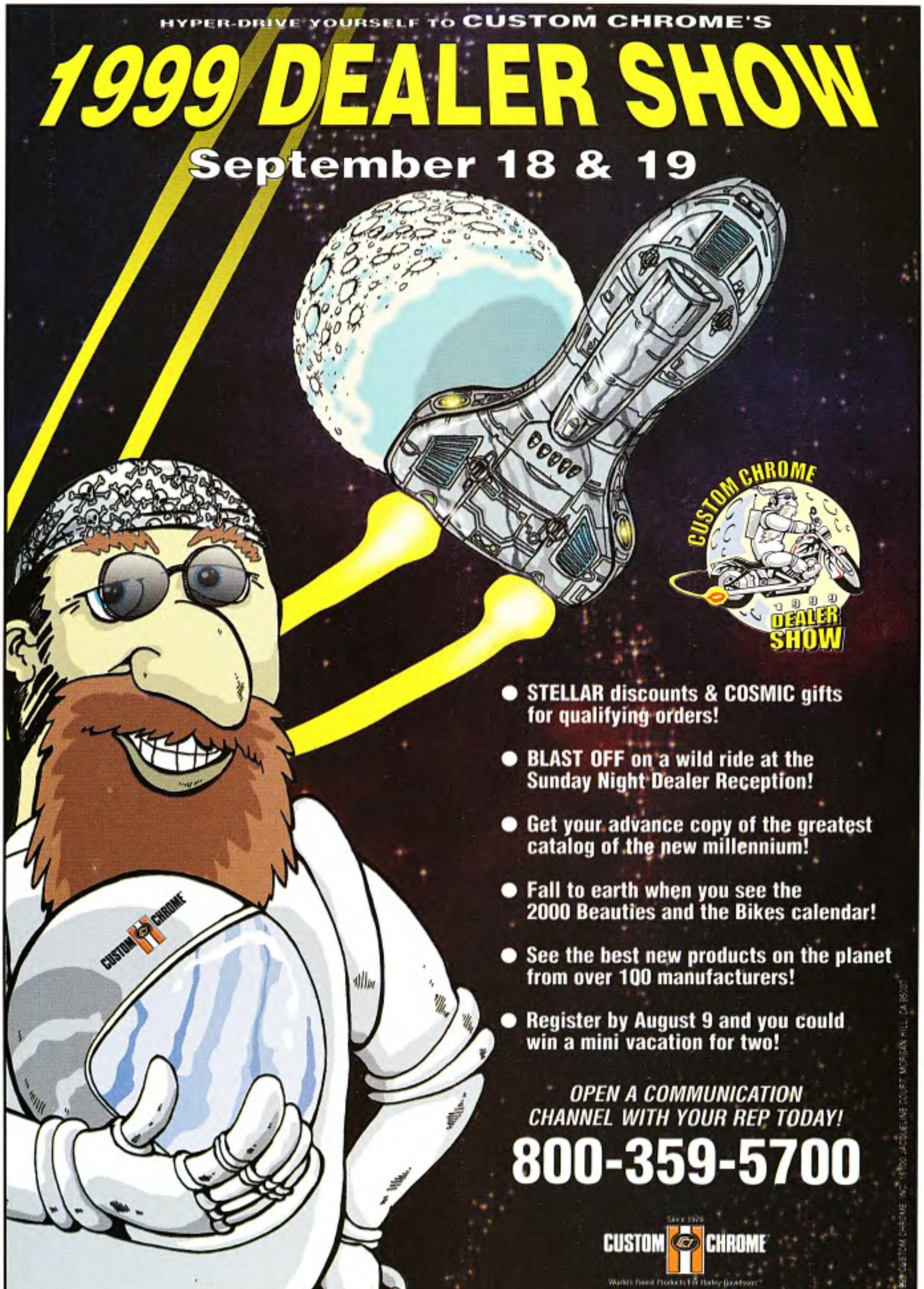
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CarbTechGuide

E A S Y R I D E R S

A carburetor is a precision device that delivers a mix of air and atomized fuel to your engine's combustion chamber, where it is burned to produce the power needed to propel your motorcycle. This sounds easy enough, so why don't we save ourselves a bunch of moolah, and run a fuel line directly to the intake plenum? This would do the trick, right? Wrong. In real life, the composition of this air/fuel mix needs to be constantly adjusted to match not only your engine's demands throughout the rpm range, but also a number of variables such as atmospheric pressure and operating altitude.

This is where having an appropriate induction system comes in handy, and why engineers all over the world have spent countless hours hunched over their drafting tables or on the test tracks and dyno rooms, trying to figure out the best way to properly feed an engine.

Fortunately, all of their efforts didn't go to waste and a number of interesting performance carburetors are here to prove it. Some of them rely on time-honored, simple metering systems, while others utilize more evolved operating principles. Despite their differences, all have proven to perform quite well on Harley-Davidson engines and other American V-twins.

We decided to gather them under this technical guide, so you can decide which one is best suited for you and your bike, whether you base your choice on performance, affordability, looks, or any combination of these. Be sure to talk to your local distributor or to the manufacturer directly if you have any questions. ***—Benoît Lambœuf***

S&S Super E&G

The most popular carb kits of the '90s, the Super E and G, trace their development back to the winter of 1966. The first S&S carburetor in the company's long series was then just a pencil sketch on the drafting table of S&S founder George Smith.

Thirty years later, S&S Super carburetors still offer the best combination of both performance and appearance and can be seen on many custom and performance V-twins.

Throttle spool assembly adds late-style, two-cable, pull-open/pull-closed throttle control for positive throttle opening and closing. Complete kits are designed to work with the stock throttle housing.

Off idle and low rpm hesitations are a thing of the past on S&S carburetors, thanks to a fully adjustable accelerator pump, which provides instant throttle response at any rpm.

The enrichment device features a convenient variable position lever that is attached to the air cleaner back plate. By simply adjusting the lever, starting and warm-ups are easy and foolproof on any displacement engine, regardless of performance modifications or atmospheric conditions. There is no choke plate to restrict the carburetor's airflow, thus improving its performances.

The Super E and G feature an angled idle mixture screw for improved accessibility and adjusting ease, even with five-gallon gas tank installations.

Idle speed and accelerator pump adjustment screws are located up front and face out for easy tuning, even with the engine running! In addition, two tunable fuel circuits mean precision carburetor maintenance for any size engine.

All S&S Super E and G carburetors come with baseline jetting installed, but include alternate jet selections. They are initially adjusted for immediate startup.

S&S Cycle, Inc. • (608) 627-1497• (608) 627-1497 fax scust@sscycle.com • www.sscycle.com

Dell 'Orto

Pro-Tech Enterprises is now offering Dell 'Orto 40mm dual-throat sidedraft carburetor kits in limited quantities. These hard-to-find carburetors not only look great, they offer increased performance throughout the rpm range, especially in the low and mid-range, without sacrificing reliability.

Pro-Tech's Dell 'Orto DHLA 40 carburetor kits are carefully assembled to meet the needs of the performance-minded H-D rider.

Only the best components are used for these custom-built carbs, to ensure optimum performance and reliability. Jets and all other tunable components on the carburetors are based upon information supplied by you, for your own motorcycle, such as engine type, displacement, head work, cam profile, exhaust system, etc.

For more information call Pro-Tech Enterprises at (760) 480-5742 • www.protechent.com

Mikuni HSR42

The Mikuni HSR42's flat-slide design is the latest in a 75-year history of development. Mikuni has been leading motorcycle carburetor technology for decades and all its experience has gone into the HSR42, which was specifically designed for Harley-Davidson engines.

Mikuni's HSR42 carb utilizes the flat slide technology to get rid of these annoying engine hiccups, backfires, and flat response, that are associated with the EPA-tuned stock carburetors. As a result, the HSR42 makes a lot of power, has great throttle response, and is the most versatile Harley carburetor available today.

The HSR42 carburetor will climb thousands of feet without becoming overly rich, something other carburetors cannot do. The Mikuni HSR42 is a mount-and-forget installation. Long gone are the hiccups and poor mileage of stock carb rejet kits. Mikuni's HSR42 delivers pure, clean, near-instant power; no glitches, no flat spots, no excuses.

Virtually all professional Grand National racers use Mikuni carburetors because they want to win. The same throttle response that gets racers out of fast corners gives the HSR42 the hole shot on the street.

HSR42 kits are available for Harleys, from Shovelheads through all the Evos to the new Twin Cam 88. The kits vary from easy kits for stock bike conversions, to all-out racing kits for custom installations.

The latest version of the 42 Mikuni (shown) uses stock throttle cables for maximum ease of installation. Any of the major aftermarket suppliers can deliver a Mikuni HSR42 kit to your local dealer. Even Harley-Davidson now sells them as their Screamin' Eagle carburetors.

Mikuni American Corporation • (818) 885-1242 • (818) 993-7388 fax www.mikuni.com.

Rivera SU

Rivera Engineering's SU carburetor provides smooth, even power and torque throughout the entire power band, with excellent cold-start characteristics, and driveability. The SU gives added potential over the entire RPM range, where other carburetors fail to perform.

Of the many beneficial features of the SU, the variable venturi is the most profound. With the Eliminator II, fuel/air requirements of the motor dictate venturi size, which increases automatically as demand increases. The resulting constant velocity maintains a relatively stable low pressure area over the main jet for maximum fuel extraction, and optimum fuel atomization. The result is superior throttle response at all RPM, better fuel economy, at the same time efficiency is improved meaning more horsepower and torque available to the rider.

Rivera Engineering • (562) 907-2600 (562) 907-2606 fax • www.riveraengineering.com

Carl's Speed Shop Typhoon

Carl's Speed Shop's Typhoon carburetor is one of the most striking pieces of speed equipment that can be bolted to your engine today. It is not a casting, ladies and gentlemen; it simply is the first production billet carb!

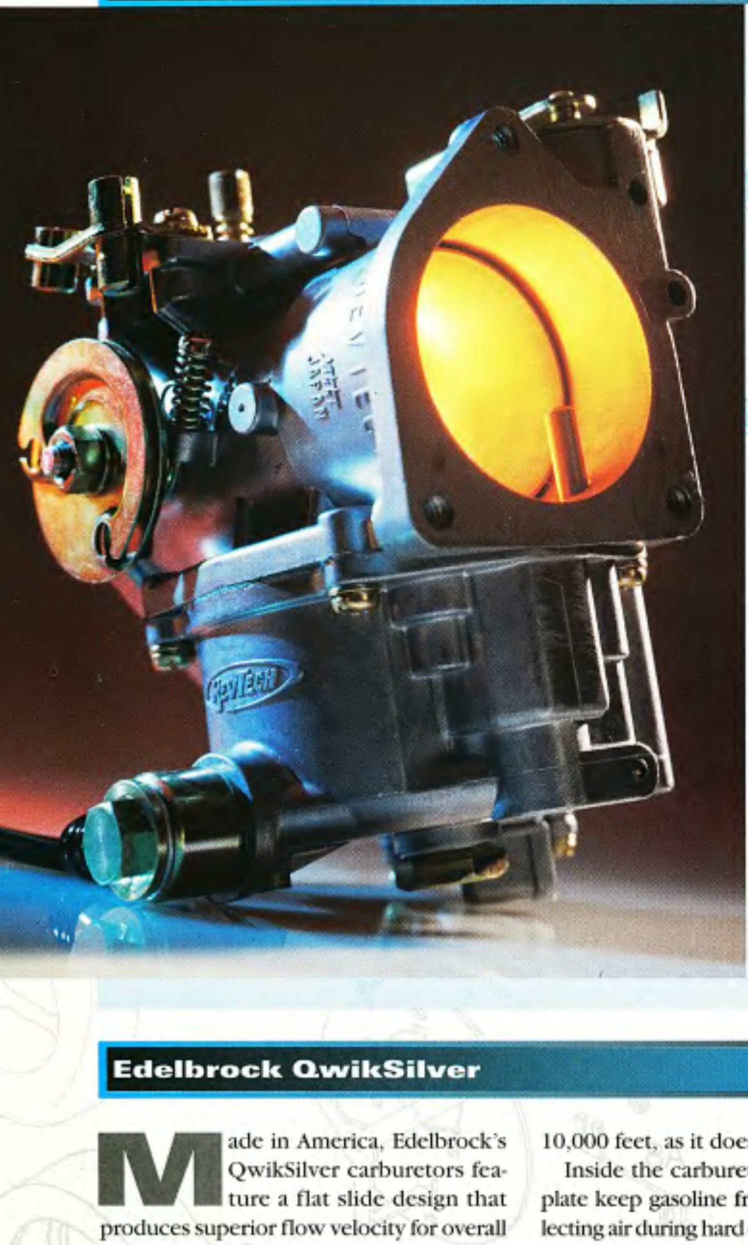
Aside from its killer looks, the Typhoon is also a serious contender in the field of performance carburetors, and here's why. All Typhoon carburetors start life as a solid block of 6061-T6 aluminum, which is CNC machined into a constant velocity 50.8mm slide carburetor. According to Carl Morrow, it works as well on a 1200cc Sportster as it does on a 114-inch Big Twin.

The Typhoon has been designed to put an end to carburetor adjustment problems. Unlike most other constant velocity units, the Typhoon has a throttle disc at the back and a slide at the front that opens as the throttle is twisted. The engine's vacuum pulls in as much fuel and air mixture as it can properly use, based on the current rpm. This "constant velocity" meters the air/fuel mix. A tapered needle regulates the fuel infusion through the entire slide range from idle to full throttle. The carburetor features a jetting system that allows the main jet and idle to be adjusted externally by hand. You can twist the throttle wide open and the engine will accept only as much fuel/air as it needs and it's extremely responsive.

Typhoon carburetor kits come complete with manifold, Barnett throttle cables, and billet air cleaner with a K&N air filter. All parts are polished to a brilliant finish.

Carl's Speed Shop • (904) 258-3777 • (904) 258-1400 fax www.mcandc.com/MC+C/carls.

RevTech Accelerator 2



The RevTech carburetor was conceived, designed, engineered, and manufactured expressly for Harley-Davidson high-performance applications. It has an integral short-stroke, 1/2cc capacity, high-volume pump that injects directly into the center of the venturi. The result is even distribution of the gas mixture to both cylinders.

The venturi was engineered with total versatility in mind. It features removable sleeves that permit you to tailor the throat size to your particular engine's needs and the performance level demanded from it.

There is an easy-to-reach, three-position, highly efficient enrichment for easy engine starting and warm-up. Using the multi-port enrichener allowed our engineers to eliminate the choke plate, creating more even air flow through the carb. The result is increased horsepower and overall performance.

The large volume float bowl is fed by a fuel fitting that rotates 360 degrees for easy hose connection with all types of tanks and motors. The replaceable main jet is at the absolute bottom of the oversized float bowl, meaning no fuel starvation under hard acceleration and easy changing through the drain plug in the bottom of the bowl. The inlet needle has a large Viton tip to ensure proper gas flow for all applications.

The idle mixture is easily adjusted by using the thumbscrew, which requires no tools, and there are replaceable low- and high-speed fuel jets and high-speed air jets, permitting extremely accurate tuning.

Each kit includes the carburetor with an installed 42mm venturi, an air cleaner assembly and spacers, a cast-aluminum manifold with flanges and gaskets, a selection of extra jets, a pair of black vinyl throttle and idle cables, and a detailed instruction sheet.

Custom Chrome, Inc. • (408) 778-0500 • (408) 778-2042 fax • www.customchrome.com

Edelbrock QwikSilver

Made in America, Edelbrock's QwikSilver carburetors feature a flat slide design that produces superior flow velocity for overall improved throttle response and acceleration. At wide-open throttle, no parts stand in the way of the airflow, leaving only the metering needle exposed to deliver atomized fuel to the engine. The needle itself is different than most units. Rather than being tapered, it looks more like a blade, with its back cut off at a slant. This design allows the needle to sit securely in the tube as it slides. This way, it no longer moves under engine vibrations, delivering a more consistent fuel mix to the engine.

QwikSilver's patented Dual-Venting System quickly proportions the pressure in the fuel bowl, which helps in minimizing the effects of altitude changes. Air/fuel ratio stays the same at 10,000 feet, as it does at sea level.

Inside the carburetor, the fuel cell and plate keep gasoline from sloshing and collecting air during hard cornering. This keeps throttle response steady and consistent.

For convenience, part throttle mixture adjustments can be made without taking the carb off the bike.

The Edelbrock QwikSilver carb is available in chrome or ball-burnished finish and features an adjustable throttle return spring. Also, when ordering, specify whether you need flange or spigot-mount.

Each QwikSilver carb comes with two extra needles: one for leaner setting and one for richer setting. QwikSilver carb kits for Big Twins include the new Remote Idle Mixture Assembly.

Edelbrock • (310) 781-2222 • (310) 533-0844 fax • www.edelbrock.com

Weber

Terry Components reintroduced a modified version of the Weber carb for specific use on V-twin motors that use gravity feed fuel systems. Weber carbs are dual throat. Each throat is adjusted independently and is intended to be used with an individual runner manifold.

Weber carburetors have been top choice for high-performance applications because of their total flexibility in tuning. They have changeable venturis, main jets, emulsion tubes, air corrector jets, idle jets, and accelerator pump jets. You can come close to the perfect air/fuel mixture with a Weber carb. Jet changes are easy to perform because you don't have to remove the carburetor.

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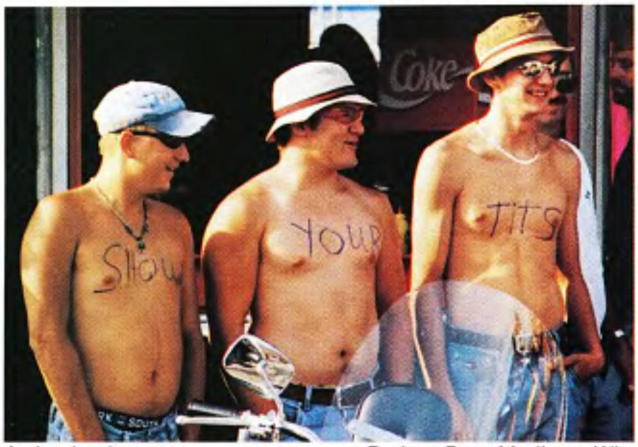
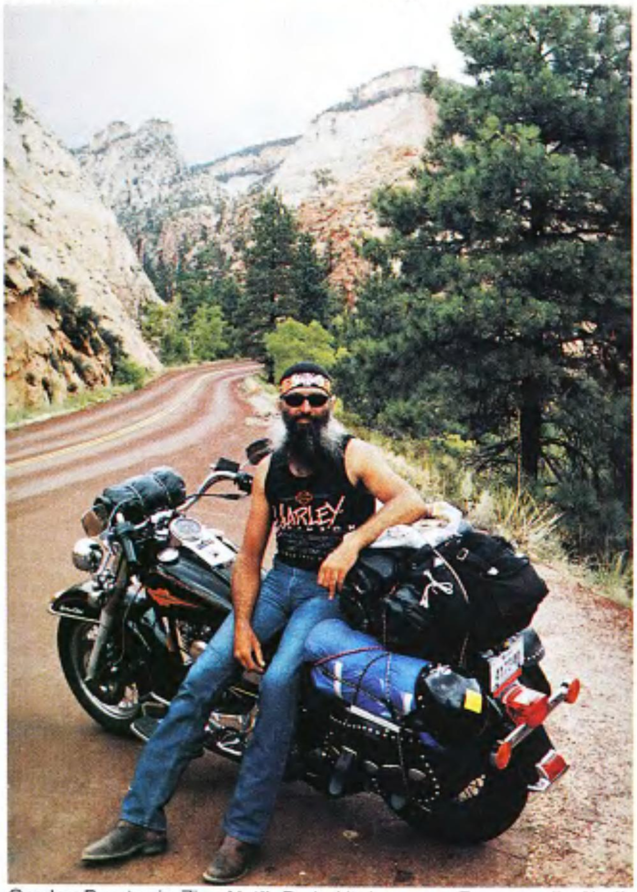
Soakin' up the sand and surf at Daytona Bike Week '99. —*Joe Aloe, Jupiter, Fla.*

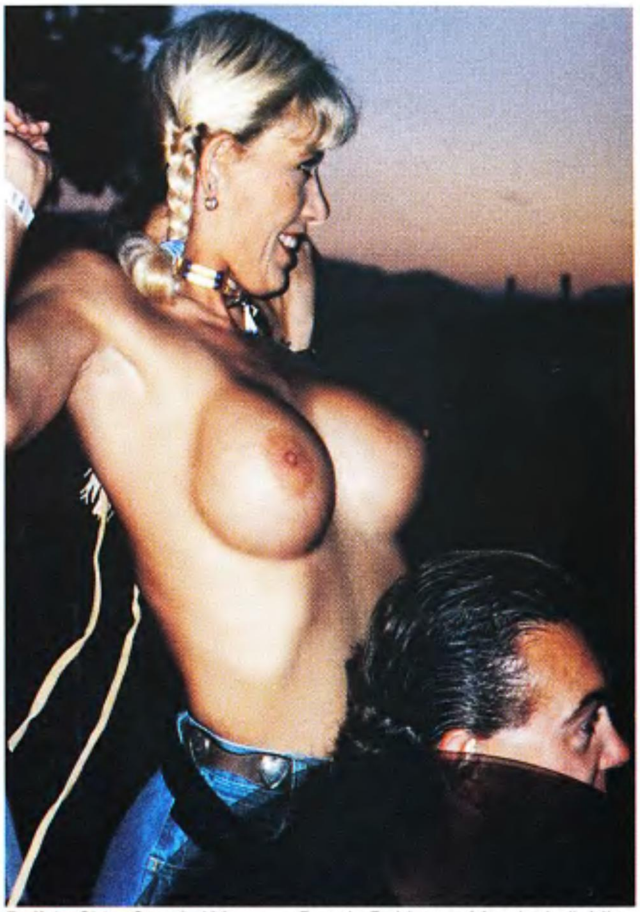
—Badger Don, Madison, Wis.



A simple plea. —Badger Don, Madison, Wis.



Gordon Proctor in Zion Nat'l. Park, Utah. —*Emmanuelle Abelly*

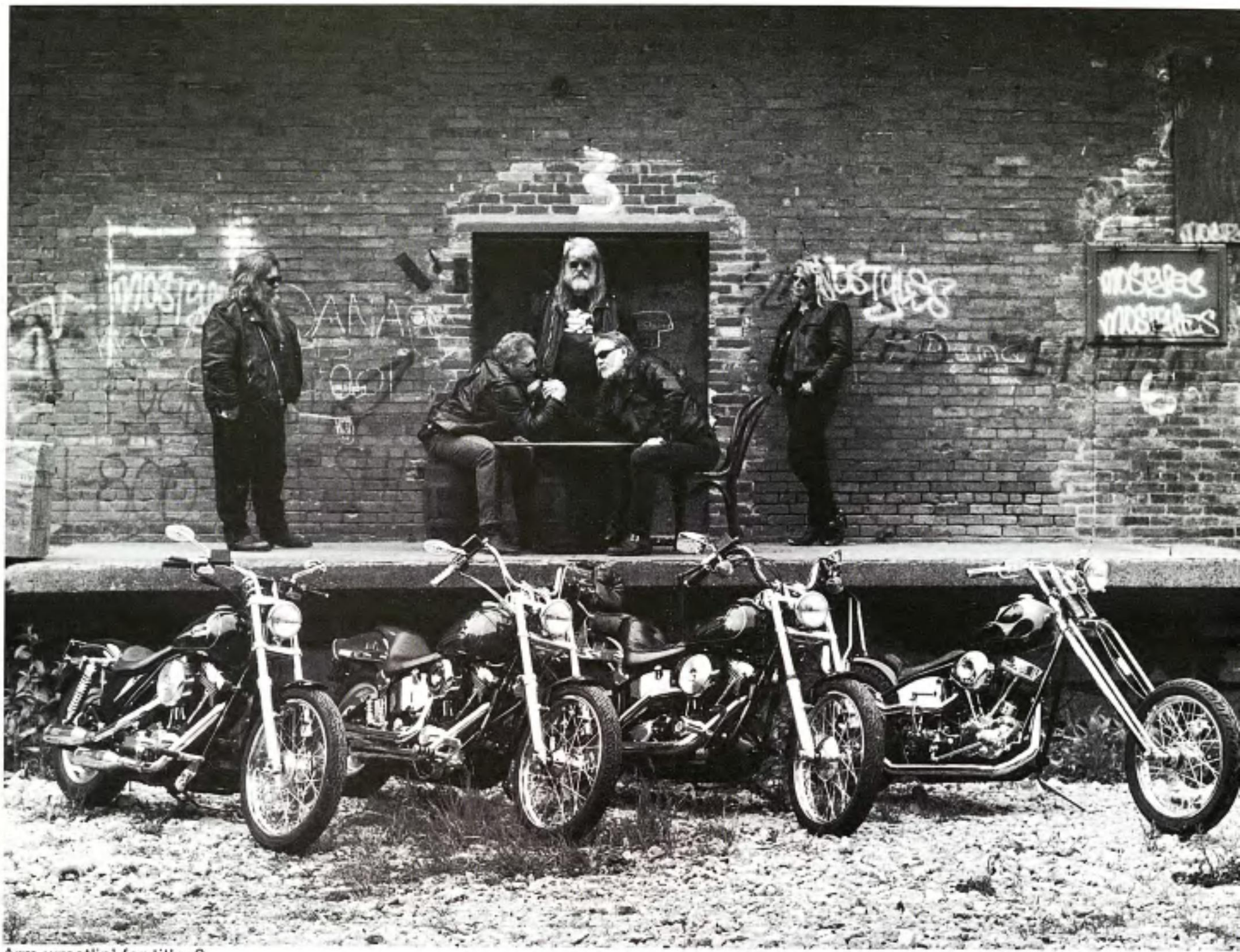


Buffalo Chip, Sturgis '98. —*Ronnie Robinson, Mendenhall, Miss.*

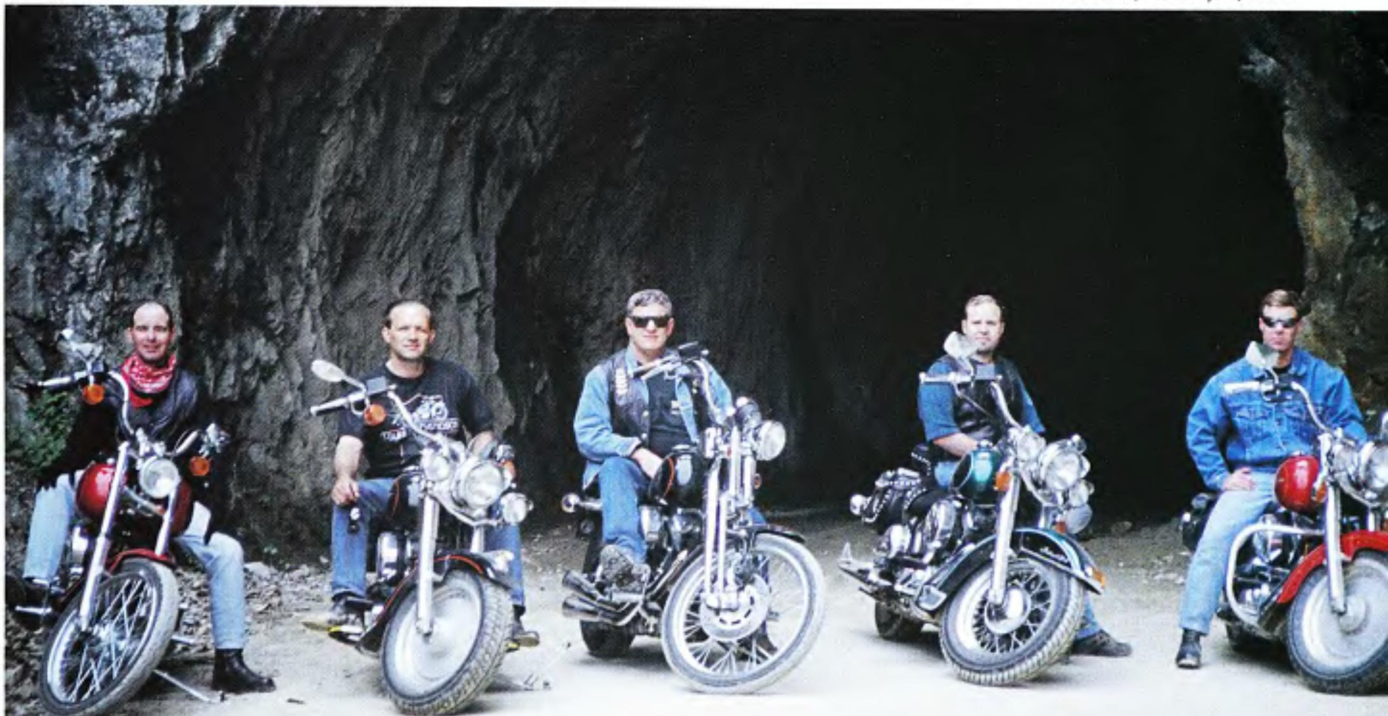
Cathouse Run, Carson City, Nev. —*Ed Irizarry, San Diego, Calif.*

Smoker of a wedding, eh? —*Matt Lowry, Plymouth, Ind.*

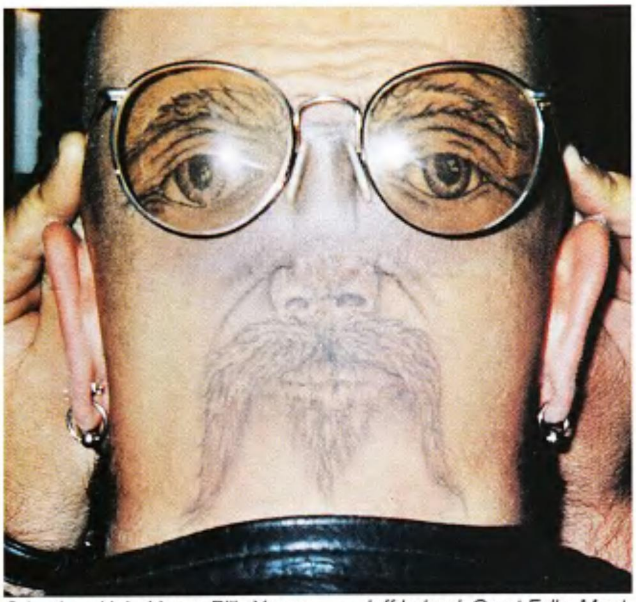
Mike and Heather, Baltimore Toy Run '98. —*Michael Firkal, Millersville, Md.*



Arm wrestlin' for titles? —*Tom Pitz, Dubuque, Iowa*



Tunnel rats in Korea. —*Kay Yoon, Seoul, South Korea*



Great head job, Young Billy Young. *—Jeff Ireland, Great Falls, Mont.*

—Dan Bonsteel, Woodbury, Minn.

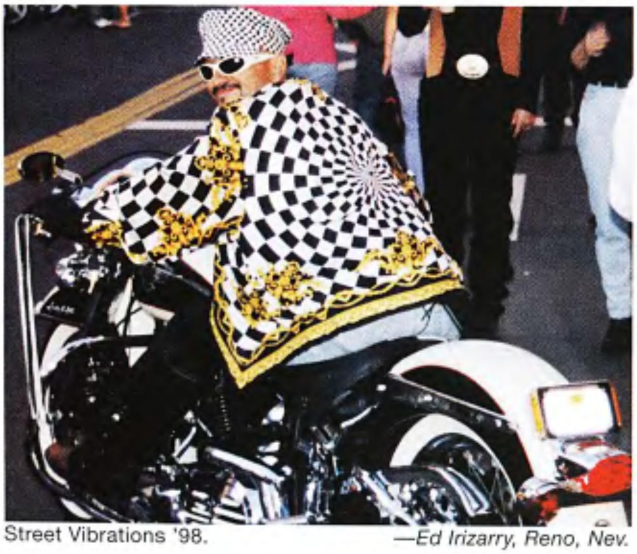
Warming a skin for Laconia. *—Ryan Grant, Manchester, N.H.*

Kissin' cousins at Myrtle Beach Bike Week. *—Wayne Everhart*

Bustin' at the Bean Blossom Boogie. *—Boz, Indianapolis, Ind.*

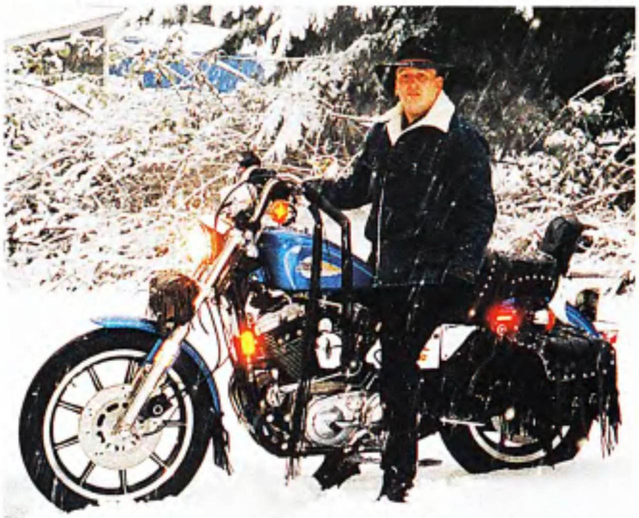
Vietnam Wall Experience. *—Maelene Grenat, Lafayette, Ind.*

—*Alex Roberts, Rochester, Mich.*



Street Vibrations '98. —*Ed Irizarry, Reno, Nev.*

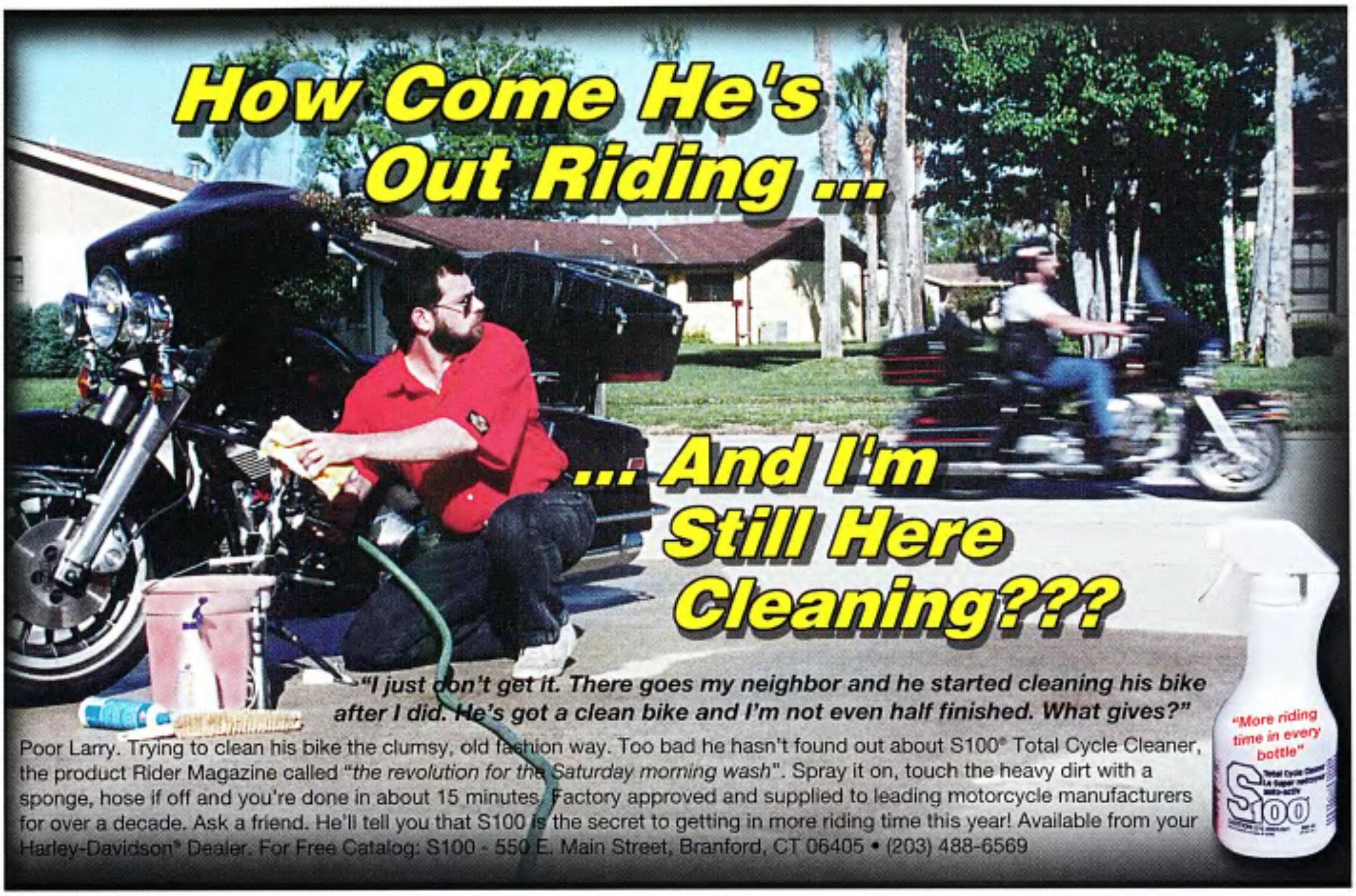
Working off his spare tire. —*2 Fat, Port Murray, N.J.*



Christmas Day 1998. —*Mike and Barb Garrett, Miltona, Minn.*

Flood Run '98, Nelson, Wis . —*Jeana Weber, St. Paul, Minn.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.



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When custom bike jockeys got their first glimpse at the Victory V92—Polaris' affordable, American-made, heavyweight cruiser—they weren't too impressed with its styling. It seemed as if Polaris had put together a no-nonsense, functional bike, and, then, had thrown in a few custom styling cues to round it off. OK, a stock Victory V92 may not be the sexiest thing on two wheels, but a talented craftsman with a trained eye will tell you that it can be made into a real show-stopper. Custom bike builder Denny Berg has such an eye, and he certainly has the talent to take on a challenge like this one.

The Sweet Taste of Victory

COBRA BUILDS THE ULTIMATE VICTORY CUSTOM SLED

Denny's been building custom bikes in Southern California for two decades, and now heads up Cobra's official fabrication headquarters, which they have lovingly dubbed "Snakeworks." For those of you not familiar with Cobra, they're a company that offers custom parts and accessories for foreign and domestic bikes. Their products include chrome hardware, covers, seats, brackets, and exhaust pipes.

The project began with a preproduction prototype of the V-92, which was provided by Polaris. Ninety days later, it wowed the crowds that saw it displayed at the Victory Motorcycle booth, during this year's Laughlin River Run.

To get the bike to look like what you see here, Denny first raked the fork neck five degrees. He also beefed it up and molded it so it wouldn't look so spindly. The massive OEM cast aluminum fork clamps were replaced by billet aluminum triple trees from Joker Machine. Other streamlining procedures included "cleaning up" the swingarm on the belt side and fitting a narrower oil cooler between the frame's downtubes.

In the meantime, the engine was polished to a perfect sheen by GQI Polishing in Palm Springs, California. The same treatment was applied to the OEM fork legs and brake components. A set of one-off pipes, fabricated by Tim McCool, complement this classy engine treatment.

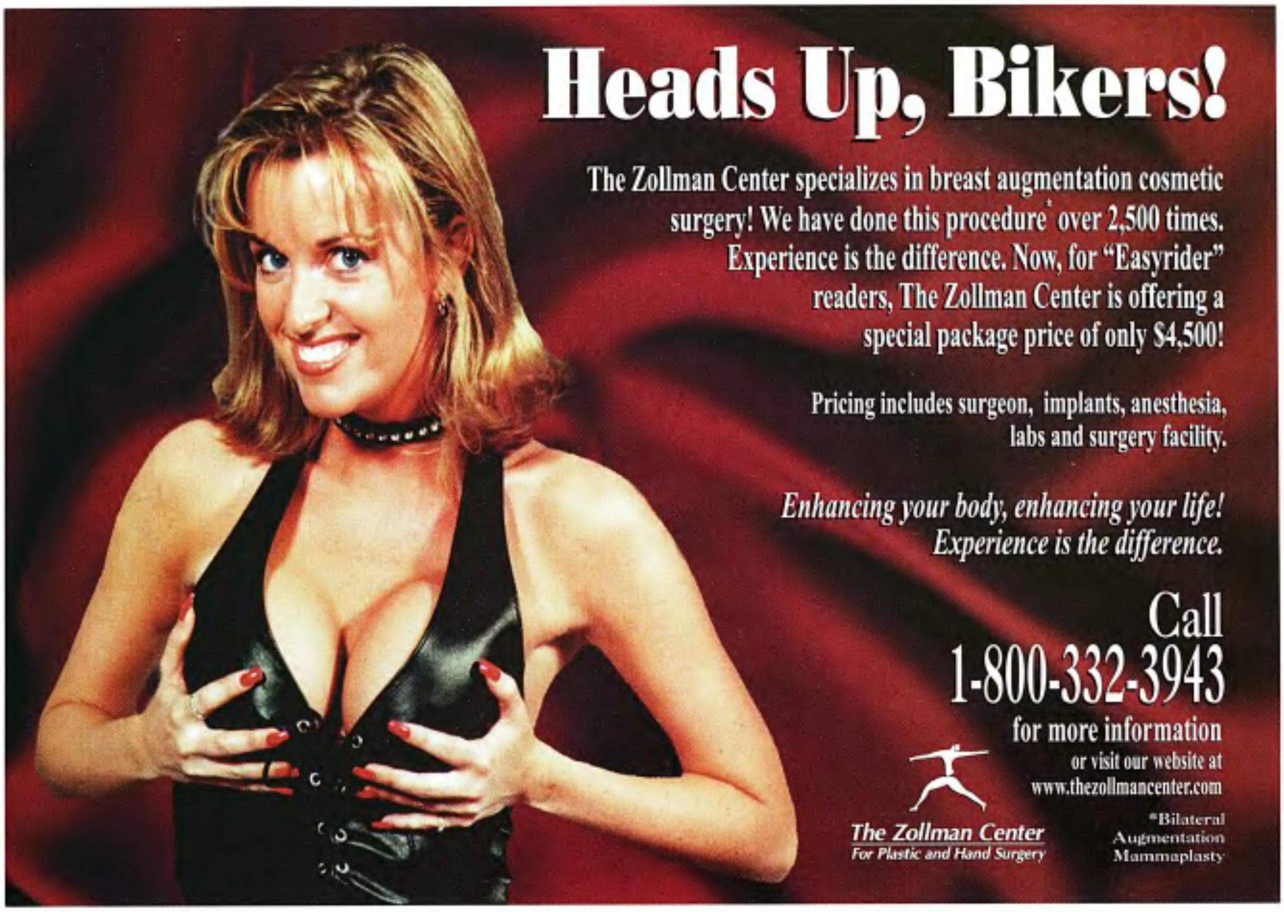
Back at Denny's, both rear and front suspension were lowered, as a Joker Machine 21-inch front wheel was selected to match its 17-inch rear sibling. Topping the wheels are a pair of modified aftermarket fenders. Denny fabricated the gas tank, using parts of the original unit. They were hammer-welded to reshaped slivers of Harley-Davidson tanks until the desired shape was achieved.

Mission accomplished for Cobra's Snakeworks. They showed us that any bike can be made into a rolling mas-

terpiece. In the case of this Victory, it is interesting to point out how many OEM parts were actually retained and refined. Polishing these parts made a world of difference, and probably cost only a fraction of what it would have taken to replace them with aftermarket components. Just think about it!

—Benoît Lambœuf

Photos: courtesy of Cobra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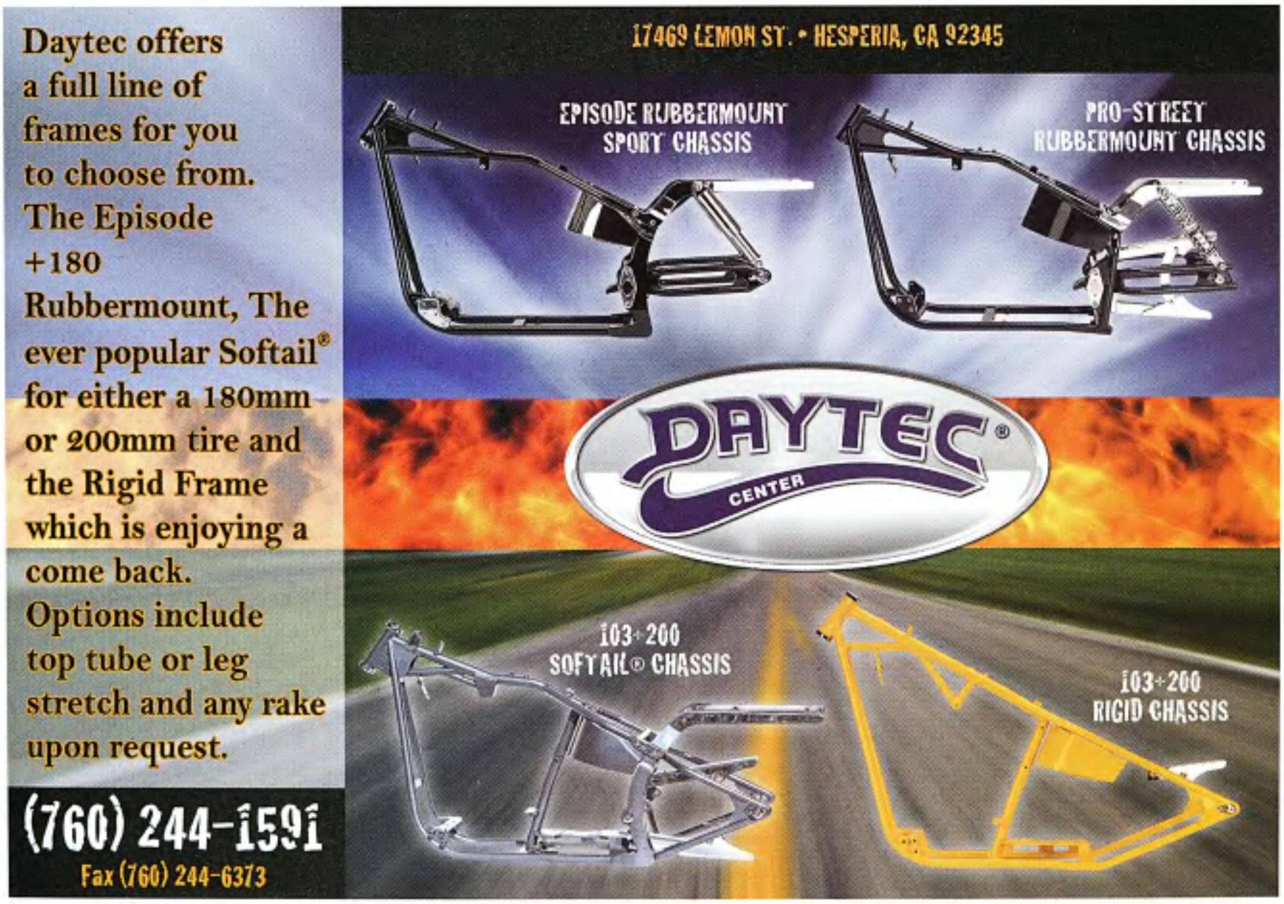
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FoxHunt

Meet May's Winner

Do you remember the worst job you ever had? Well, little Lisa, your May Fox Hunt winner sure does. No, it wasn't this one! How about standing on a busy street corner, using a big foam finger, to point out the new tract homes for sale! OK, the guy was a twit not to figure out why all those folks were stoppin'. They weren't there to check out the homes—they were there for Lisa! Why am I telling you this? 'Cause according to Lisa, modeling for us was one of the best jobs she's ever had! During her stay here, she was shown the town in style by Red Baron and Oil Can. First, she was taken to B.B. King's Night Club, where the tab went into triple digits! However, this was after she caused a major L.A. traffic jam by flashing her "girls" at some road-raging nitwit. Then it was off to the wonderful world of strip clubs and mud wrestlers. Those boys are finished in this town! Flip over to page 99, and check her standing out on Al Martinez's flaming custom.

—*Sherwood O'Dunner*

Angela— Texas

#1001

"Not all girls in Texas ride horses! I loved the feel of the wind in my hair."

Christy—South Carolina

#1002

"My first ride was wet and wild! The faster we went, the harder it hit ... if ya know what I mean."

Tyler—Arizona

#1003

Lynette—Louisiana

#1004

"My first ride was like being on a $20,000 vibrator!"

"My first ride was fun, fast, and sexy, and I'm ready to go on another one."

Natasia—California

#1005

Michelle—Ohio

#1006

"I could tell ya about the first time on a bike, but I'm havin' too much fun ridin' my own lately!"

"The vibration of the big Harley-Davidson made me cream in my tight, black Daisy Dukes."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of Easyriders.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #316 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes September 1, 1999. The voting deadline for this month's crop of cuties is September 30, 1999. We'll print the winner in the March 2000 issue.

Here she is, bros, the June 1999 winner in our monthly Fox Hunt, Shay, #601, from Peoria, Arizona. See more of her next issue.

316

FOX HUNT
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Model's Name ____________________

Address ____________________

City __________ State __________ Zip __________

Daytime Phone ( ) __________ Evening Phone ( ) __________

I am _____ years of age, born ____________________

I will pose Full Nude ____________________

Model's Signature ____________________

Photographer's Name ____________________

Address ____________________

City __________ State __________ Zip __________

Daytime Phone ( ) __________ Evening Phone ( ) __________

Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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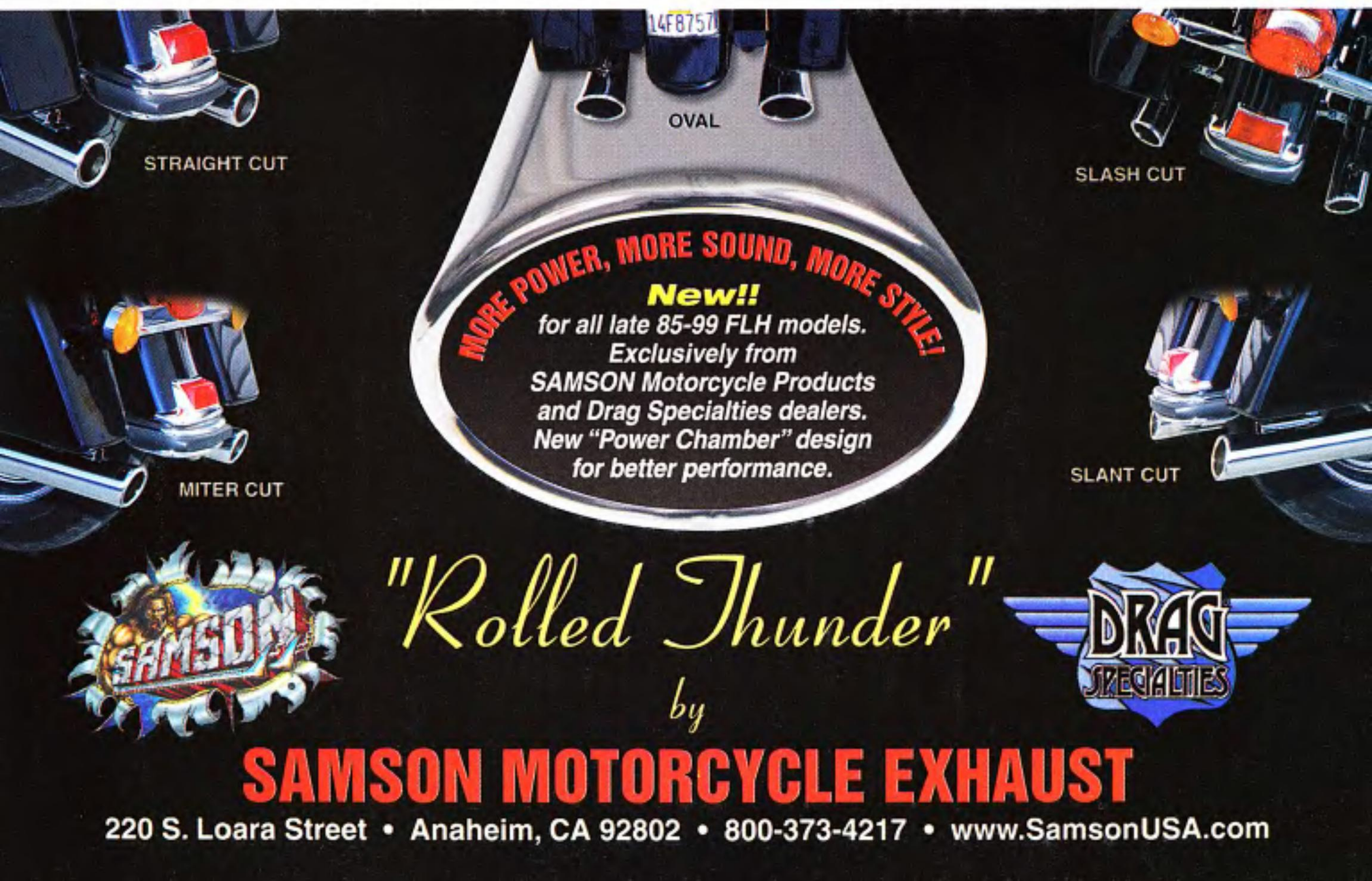
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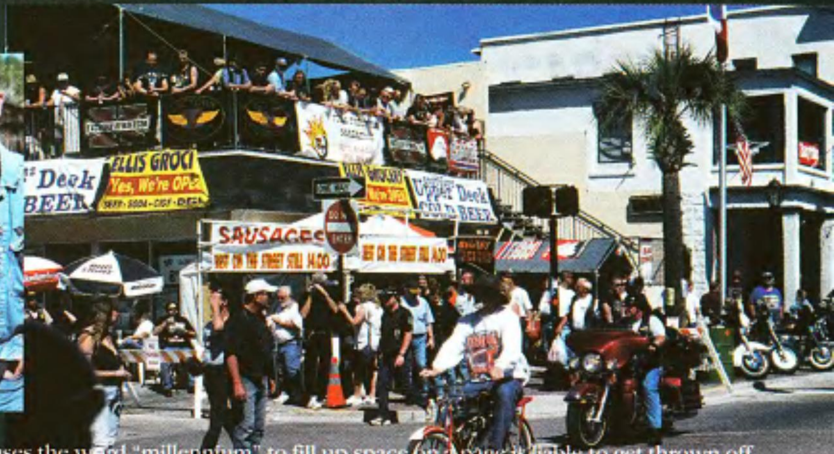
1"narrower than a Big Glide
1"wider than a Narrow Glide
S-2602-1 35MM.75-86 XL,FX
S-2604-1 39MM.87-★ XL, FX
S-2606-1 41MM..For 49-★ FL
WIDE FORK TRIPLE TREE KITS
From $299.95
All kits include TripleTrees, Axle, Disc Spacer(s)
Wide Fork Kits
T2516 35MM For 73-78 XL.....$299.95
T2518 35MM For 73-83 FX.....$299.95
For 84-86 Narrow Glide
T2584SD Single Disc 35MM For 84-86 XL $299.95
T2584DD Dual Disc 35MM For 84-86 XL,FX, FXR $367.95
For 87-★ Narrow Glide
T2587SD Single Disc 39MM For 87-★ XLFX, FXR $315.95
T2587DD Single Disc 39MM For 87-★ XL FX, FXR $379.95
FORK LOWERING KITS
Lowers Front-End 1 ½-2"
From $74.95(N)
28-100 For 41MM Showa Wide Glide Fork 84-★ FXST, 86-★ FLST/C/F, 80-86 FXWG, 80-★ FLH
28-105 For 39MM Showa Glide Fork 88-★ XLH 833/1200 Spt, 87-★ FXRS-SP/FXLR, 88-★ FXR/FXRS/FXRT/FXRP
28-110 For 35MM Showa Fork 86-87 XLH 833/1200 73-88 XLH/XLCH, 77-78 XLCR, 79-87 XLS/XLH/XLX-61/XR 1000, 83-86 4-spd FXS/FXSB/FX/FXE, 82-87 FXR/FXRS/FXRTFXRD
REAR SUSPENSION LOWERING KITS
28-479 85-★ 5-spd FLT, FLHT, FLHS, R.K
28-497 91-★ D-Glide / 28-496 86-★ Sport.
REAR LOWERING KITS FOR FXR $84.95 20% Applied
28-277CH 86-94 FXR
28-277BK 86-94 FXR
REAR LOWERING KITS For Softails $24.95(N) 20% Applied
28-200 84-88 FXST/FLST
28-205 89-★ FXST/FLST
ADJUSTABLE LOWERING KITS FOR 84-★ SOFTAILS
28-250A 88-84 ST $63.95
28-255 89-★ ST $71.95
SHOCKS
Progessive GAS SHOCKS
From $219.95 20% Applied
American Made
For FXRT / Sportster
4007, 12.50"...........$176.95
4006, 11.50"...........$176.95
For 73-85 FL & FX
4013C, 12"..............$176.95
4030C, 11"..............$176.95
For 58-72 FL &FX
4029C, 13.5"...........$203.95
For 73-84 FL & FX
4035C, 13.5"...........$199.95
For Softails
4033C...........84-88 $376.95
4031C ....89-★$375.95
PROGESSIVE FORK SPRINGS
From $53.95
Smooth out your forks
1120P For 35MM Forks
1130P For 39MM Forks 88-93 XL, 87-93 FXLR, 88-93 FXR
1131P For 41MM Forks
1132P For 39MM Forks 87-93 FXR-SPT, 88-91 FXRT, 91-93 FXD/B/C 20% Applied
OLD-STYLE FRONT-END PACKAGE $1575(N)
A Complete Dresser Style Front-End Package
Tailor-made to your specs. These High-Quality, 41MM Front-Ends that will add looks, style & value to your bike. Fits Sportster & Big Twins all years.
A $1995. Value Save up to $514.
AmericanMade 1 Year Warranty
59000-58 DRESSER FENDER $79.95
Now Available For Sportster
For All Years & Models
Show Polished Legs Standard, Add $199. for Show Chrome
NEW-STYLE FRONT-END PACKAGE $1595(N)
FRONT-END ONLY OLD $750(N)
FRONT-END ONLY NEW $799.95(N)
STACKED DUALS 2" $159.95(N)
For 84-★Softail & FXR
Includes Baffles, Heavy Duty Support Brackets
152-00 Straight cut / 152-20 For 84-★ Soft. Slash cut
252-00 Straight cut / 252-20 For 84-★ FXR Slash cut
For Shovelhead 70-83 FX
BM-520X Slash cut / BM-5X Straight cut For 70-83 FX (Will not fit FL models)
For 91-★ Dyna Glide
352-00 Straight cut For 91-★ Dyna
352-00 Slash cut For 91-★ Dyna
HEAT SHIELDS For Stacked Duals
$59.95 chrome (2) 20% Applied
RR001516
STIRRUPS FOR ISO PEGS
Fits 84-★ Softail
48-028 $39.95 20% Applied
DISC BRAKE WHEELS
From $264.95
Available in chrome, twisted, or stainless. Stainless Add $40 Twisted Add $99.
4.0 Rims are Here!
Premium Quality & Value The Best 16" Chrome Wheels
20% Applied
Available in single or dual disc length 28", 30", 32" others available on special request.
WHEEL ASSEMBLIES Front & Rear 20% Applied
Fits 86-★ FXST,FXDWG,FLST
40952-82 16" chrome.....$280
40952-82S 16"stainless $332
For Softail 21" Single Flange
Fits 86-★ FXST, FXDWG, FLST
40975-86 21" chrome.$264
40975-86S 21"stainless $312
CHROME SPOKE WHEELS DUAL FLANGE HUB
40968-73 16" chrome 3.50 rim For FL $264.95
40968-73S 16" stainless, 3.50, ...$319.95
40969-73 16" chrome 4.0 73-83 for FL $279.95
40968-21 21" chrome .....for 73-83 FL $279.95
40968-21S 21" stainless, dual flange.$319.95
World's Best Catalog # 25 Only $4.95
$175. DISCOUNT CERTIFICATE INCLUDED W/CATALOG
Kit Bike Brochure $4.95
Distributor Guide $2.95 Tells How to Get Your Shop Started
DISTRIBUTORSHIPS AVAILABLE $2500. PARTS PURCHASE REQUIRED
Ad Expires Upon Release of Next Issue. N/C is not responsible for typo. error in this ad. Please mail Ad with Order
TORQUE VALVES $39.95(N) (2) For Shovel & Evo
NOSTALGIA®-CYCLE
15681 Commerce Lane, HuntingtonBeach,CA 92649
Ph.# (714) 891-6263 • Fax (714) 891-7686 • W.W.W.NOSTALGIA-CYCLE.COM

Biketoberfest

Adding Some Sand To The Pre-Millennium Bike Party

Easyriders Guide To Biketoberfest '99



Right about now, the next clown around here who uses the word "millennium" to fill up space on a page is liable to get thrown off of our office catwalk. But hey, we're gonna milk it just *one* more time (yeah, sure) to draw attention to Daytona Bike Week's little brother, Biketoberfest. Started back in '92, the "Daytona Fall Tour" (as it was called then) drew some 5,000 curious partygoers who had a notion that this shindig might just help scratch the "I-can't-wait-for-Bike Week" itch.

Next thing ya know, the party exploded to numbers vastly grander than five large and *badda bing*, there's V-twins everywhere. Leather, chrome, beer, more leather, more chrome, short skirts, beer ... the formula just seems to add to the exponential success of bratwurst meets bike shows meets Dyno testing meets frisky Fräuleins.

If you've never been, here's the drill: Sell what you don't need, leave who you must, bring what you can fit in a saddlebag, and grab a piece of Florida's finest festivities. The following schedule of events is not cast in concrete, so double-check everything when you get to town. Hey, things change, so change with 'em. But no matter what the agenda, you'll be at ground zero of the fall's best party. Failure to attend could result in post missed-a-good-time stress syndrome, so just tell the boss that your doctor said you needed some more vitamin C in your diet, as in "C ya later, dictator, I'm off to the land of alligators ..."

On second thought, just bail and show up. You'll work out the details on your return. Or maybe you'll meet a new two-legged reason to stay up all hours and never come home at all ... and what a fine way that would be to start the new milleni—uh, next century.

—David Aldridge

Calendar

DER PARTY GUIDE — October 15 - 25

Here's a daily listing of highlights on-going throughout the week and weekend

FRIDAY, OCT. 15 — SATURDAY, OCT. 16

Daytona Harley-Davidson Seafood Festival: Riverfront Park, Downtown. Info: (904) 248-0580

FRIDAY, OCT. 15 — WEDNESDAY, OCT. 20

Iron Horse Saloon: Wall of Death, Motorcycle Olympics and various activities, free concerts with special surprise guests including David Allen Coe (10/19, 10/20). Info: (904) 677-1550.

MONDAY, OCT. 18 — MONDAY, OCT. 25

Spider's Swap Meet: Spider's Crazy Horse Campground, 1425 Tomoka Farms Rd., Daytona Beach, 10 a.m.-6 p.m. Info: (800) 262-6946

THURSDAY, OCT. 21— SUNDAY, OCT. 24

Daytona Beach Area Official Biketoberfest Welcome Center: Visitor Information Center inside DAYTONA USA. Complete listing of all events, activities, and loads of information. Sign in and pick up a free map. 1801 International Speedway Blvd. Info: (904) 253-8669

Fall Cycle Scene Championship Cup Series (CCS): "Race of Champions" motorcycle races, North American Superbike Championships final rounds and H-D Twin Sports World Final. Daytona Int'l Speedway, 8 a.m.-5 p.m., daily. Info: (904) 252-BIKE (2453)

Main Street Rally 'n' Festival: Vendors, manufacturers displays, Main St. merchants

Daytona Harley-Davidson Dealership Events: Live entertainment, expo displays, Hawaiian Tropic girls, food court, and more. Riverfront Park, 290 N. Beach St., noon-8 p.m. Info: (904) 248-0580

Carl's Speed Shop Performance Center: Largest collection of famous motorcycles and top manufacturers featured daily in Carl's Motorcycle Mall, collector's and one-of-a-kind items, vendor, and more. 390 N. Beach St., 9 a.m.-8 p.m. Info: (904) 258-3777

THURSDAY, OCT. 21 — SATURDAY, OCT. 23

Free Demo Rides. In front of Daytona Int'l Speedway. Info: (904) 676-1056 or www.motorradna.com

THURSDAY, OCT. 21 — SUNDAY, OCT. 24

Iron Horse Saloon: Wall of Death, Easyriders Show Truck, leather vendors, jousting, burnout pits, free concerts with special surprise guests including David Allen Coe (10/19 , 10/20) JB Walker, and Liquid Soul, 8:30 a.m.-3 a.m. Info: (904) 677-1550

THURSDAY, OCT. 21 — SUNDAY, OCT. 24

Daytona Beach News-Journal Biketoberfest Motorcycle Expo: Beachside at the Ocean Center: Featuring motorcycle products and services, apparel, pinstriping, and the 3rd Annual Big Daddy Rat's Motorcycle Show (10 classes of motorcycles) conducted by Big Daddy Rat, Karl Smith, 10 a.m.-7 p.m. daily

SATURDAY, OCT. 23

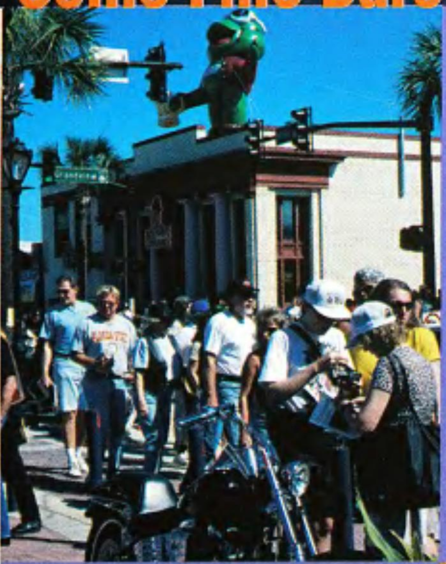
Easyriders Boardwalk Classic Bike and Bikini Show: Daytona Beach Boardwalk and Amusements, sponsored by the Boardwalk Association and Easyriders. Hours: 8 a.m.-10 a.m. Registration: 11 a.m.-4 p.m. Bike Show: 4 p.m. Cash prizes, 60 trophies, Bikini competition follows. Info: (904) 253-0254

Use Your Head Motorcycle Run: benefits the Epilepsy Association of Central Florida. Ride goes from Orlando to Daytona Beach. Info: Charles Carmen (407) 422-1416

usadrag.com and Jam-On Productions: Nitro Dirt Drag Race's at the Volusia County Fairgrounds. One-, two-, three-, and four-wheel dirt drag bike's competing for trophies and cash Prizes. Event starts at 1 p.m. Info: www.usadrag.com

For race tickets and information call Daytona International Speedway: (904) 252-BIKE (2453) www.daytonausa.com

Some Fine Bars



Photos: Pat Randle, Mike Lichter

And, yes, they really are. In fact, there's usually not enough time to check 'em all out. Hell, chances are, you'll meet a sweet-smilin' reason to stay where you are anyway ...

ART'S PLACE
Burgers worth puttin' many a mile for. A fine horseshoe pit, too, and some deceptively simple miniature golf. Hey, bikers golf. They do. Really ...
Where: 5115 N. Hwy 17, DeLeon Springs
Call: (904) 985-5151

BOOT HILL SALOON
There's absolutely nothin' dead about this place. Show up in a scary mask, then ask the bartender to make you a Volusia Sidewinder. Now that's scary!
Where: 310 Main St., Daytona Beach
Info: (904) 258-9506

FROGGY'S
We strongly recommend that you not miss the action here. 'Nuff said.
Where: 800 Main St., Daytona Beach
Info: (904) 253-0330

FULL MOON SALOON
Where: 9 S. Wild Olive, Daytona Beach
Info: (904) 257-8661

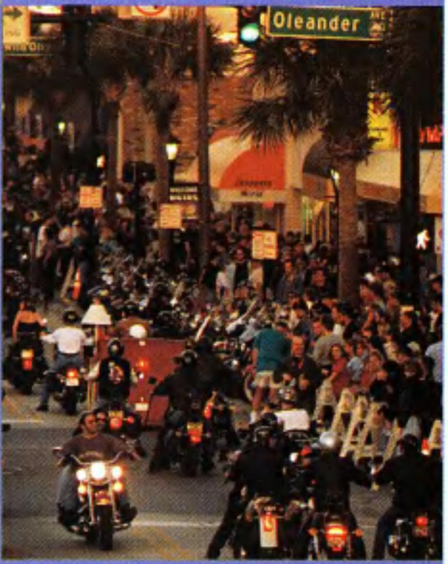
GILLY'S PUB 44
Here's where you could meet your reason not to go home ...
Where: 1889 SR 44, New Smyrna Beach
Info: (904) 428-6523

IRON HORSE SALOON
Find the big purple Easyriders truck and you're there, bubba!
Where: 1068 N. US 1, Ormond Beach
Info: (904) 677-1550

JACKSON HOLE SALOON
Wet T-shirt contests, daily blues band, and much more.
Where: 1081 N. US 1, Ormond Beach
Info: (904) 673-6996

LAST RESORT
Their name refers to their location in South Daytona. The food and babes are anything but ...
Where: 5812 Ridgewood Ave., US 1 S. Daytona
Info: (904) 761-5147

SMILEY'S TAP
One hundred-percent biker bar, bar none.
Where: 1161 N. US 1, Ormond Beach
Info: (904) 677-9609



SOPOTNICK'S CABBAGE PATCH
Daily bands, two-wheeled camping, cole slaw ...
Where: 549 Tomoko Farm Rd. New Smyrna Beach
Info: (904) 427-2659

SQUEEZE INN PUB
Drinks, bands, hoopla
Where: 5005 S. Ridgewood Ave., (US 1), South Daytona
Info: (904) 760-2564

Gentlemen's Clubs

Heh, heh, heh ... oh, call 'em what you will, the party begins where the tan line ends, so feast your peepers accordingly and tip your dancer nicely. She's got a long way to go to, uh, finish school ... yeah, that's right.

BOTTOM'S UP CLUB
Clothing optional stage (yikes!), BBQ, friendly gals ...
Where: 2396 N. US 1, New Smyrna Beach
Info: (904) 427-0364

MOLLY BROWN'S
Scantily clad lasses with very nice, er ... assets.
Where: 542 Seabreeze, Daytona Beach
Info: (904) 255-5966

PANDORA'S BOX
Open this one with care!
Where: 319 2nd Ave., Daytona Beach
Info: (904) 252-9163

SHARK'S LOUNGE
Dive in! This is hooter heaven like no other.
Where: 730 International Speedway Blvd., Daytona Beach
Info: (904) 258-1230

SHINGLE SHACK
Yabows out the wazooo!
Where: 640 N. Ridgewood, South Daytona
Info: (904) 252-3584

Takin' Care Of Business

Bros Club

Before ya get the party rollin', make sure you've got your business covered. Membership in the Bro's Club gives ya peace of mind on the road and in parts unknown. (800) 325-9028 is the only call you'll need to make to get ya goin' and if should somethin' befall ya along the way. Join by calling (800) 547-2767. Flats happen, tanks go dry, and wires get shredded. Cover the possibility now and ya won't have to sweat it later!

A Few Parts

Here's a list of Daytona-area shops that can help ya out in a tight spot. They can also let ya in on good places to eat, to party, and maybe where to take your sweetie for a late night appreciation of nature. No tellin' what a visit might provide you with...

CHOPPERS WORLD
Where: 6187 Main St., Daytona Beach
Info: (904) 252-1922

DAYTONA HARLEY-DAVIDSON
Where: 290 N. Beach St., Daytona Beach
Info: (904) 253-BIKE

MILLER'S CUSTOMS PARTS
Where: 1863 S. Ridgewood Ave., South Daytona
Info: (904) 761-0858

PEEN'S PRECISION MOTORS
Where: 420 N. Beach St., Daytona Beach
Info: (904) 252-9569

ROBISON'S MOTORCYCLES
Where: 508 US 98, Daytona Beach
Info: (904) 255-6788

RUSSELL'S CYCLE CARE
Where: 2514 N. Dixie Freeway (US 1), New Smyrna Beach
Info: (904) 427-6001

SLICK CYCLE TONY'S HACIENDA
Where: 207 Dunlawton Ave. (US 1 & Rt. 421) Port Orange
Info: (904) 760-4456

Motorcycle Shippers

Strap 'er down, box 'er up, let 'er rip. These folks will baby your baby all the way to Sand Land and back.

Black Hills H-D: (605) 342-9382

Roger's Truck Brokerage: (615) 451-4872

Auto Shipping International (Intl. only): (800) 466-2744, (562) 492-1290

Gold Rush Motorsports: (704) 896-7200

Berklay Express: (800) 254-4422

Federal Company: (800) 747-4100

Liberty Bike Shipping: (800) 640-4487, Ext. 0

U.S. Express, Inc.: (800) 468-1012

Cozy Quarters

This list of motels and hotels is somethin' of a money saver for you.

The rates are a little lower than the grand wazoo view joints like the Hilton, and the receptionists are just as pretty. Such a deal.

A1A Budget Inn
484 S. Atlantic Ave.
Ormond Beach
(904) 677-3551

Acapulco Inn
2505 S. Atlantic Ave.
Daytona Beach
(904) 761-2210

Anchorage Beach Motel
1901 S. Atlantic Ave.
Daytona Beach Shores
(904) 255-5394

Aruba Inn
1254 N. Atlantic Ave.
Daytona Beach
(904) 253-5643

Atlantic Dunes Motel
1993 S. Atlantic Ave.
Daytona Beach Shores,
(904) 255-7501

Atlantic Waves Motel
1925 S. Atlantic Ave.
Daytona Beach Shores
(904) 253-7168

Bahama House
20011 S. Atlantic Ave.
Daytona Beach Shores
(904) 248-2001

Bamboo Beach Motel
1619 S. Atlantic Ave.
Daytona Beach
(904) 253-5432

Beach Haven Inn
2115 S. Atlantic Ave.
Daytona Beach Shores
(904) 252-6651

Beach House Oceanfront Motel
3221 S. Atlantic Ave.
Daytona Beach Shores
(904) 788-7107

Beach Hut Motel
3247 S. Atlantic Ave.
Daytona Beach Shores
(904) 761-8450

Beach Quarters Resort
3711 S. Atlantic Ave.
Daytona Beach Shores
(904) 767-3119

Beachside Budget Inn
1717 N. Atlantic Ave.
Daytona Beach
(904) 258-6238

Blue Mist Motel
3064 S. Atlantic Ave.
Daytona Beach Shores
(904) 767-7141

Breakers Beach Oceanfront Motel
27 S. Ocean Ave.
Daytona Beach
(904) 252-0863

Beacon By The Sea
1803 S. Atlantic Ave.
Daytona Beach
(904) 255-3619

Buccaneer Motel
Daytona Beach
(904) 253-9678

Cabana Colony Cottages
2435 South Atlantic Ave.
Daytona Beach Shores
(904) 767-8939

Capri Motel
832 N. Atlantic Ave.
Daytona Beach
(904) 252-2555

Captain's Quarters Inn
3711 S. Atlantic Ave.
Daytona Beach
(904) 767-3119

Casa Marina Motel
837 N. Atlantic Ave.
Daytona Beach
(904) 252-4644

Castaway Beach Motel
2043 S. Atlantic Ave.
Daytona Beach Shores
(904) 252-8480

Colonial Palms Oceanfront Motel
3801 S. Atlantic Ave.
Daytona Beach Shores
(904) 767-9261

Comfort Inn Beachside
507 S. Atlantic Ave.
Ormond Beach
(904) 677-8550

Coral Beach Motel
711 S. Atlantic Ave.
Ormond Beach
(904) 677-4712

Coquina Inn B&B
544 S. Palmetto Ave.
Daytona Beach
(904) 254-4969

Cove Motel
1306 N. Atlantic Ave.
Daytona Beach
(904) 252-3678

Cypress Cove Motel
3245 S. Atlantic Ave.
Daytona Beach Shores
(904) 761-1660

Day Star Motel
3811 S. Atlantic Ave.
Daytona Beach Shores
(904) 767-3780

Daytona Beach Motel
2071 S. Atlantic Ave.
Daytona Beach Shores
(904) 252-1554

Daytona Sands Beach Motel
2523 S. Atlantic Ave.
Daytona Beach Shores
(904) 767-2551

Daytona Shoreline Motel
2435 South Atlantic Ave.
Daytona Beach Shores
(904) 252-1692

Del Aire Motel
744 N. Atlantic Ave.
Daytona Beach
(904) 252-2563

Dream Inn
3217 S. Atlantic Ave.
Daytona Beach Shores
(904) 767-2821

Driftwood Beach Motel
657 S. Atlantic Ave.
Ormond Beach
(904) 677-1331

Econo Lodge On The Beach
295 S. Atlantic Ave.
Ormond Beach
(904) 672-2651

El Caribe Motel
2125 S. Atlantic Ave.
Daytona Beach
(904) 252-1558

Esquire Motel
422 N. Atlantic Ave.
Daytona Beach
(904) 255-3601

Flamingo Inn
2011 S. Atlantic Ave.
Daytona Beach Shores
(904) 252-1412

Grand Prix Motel
2015 S. Atlantic Ave.
Daytona Beach Shores
(904) 255-2446

Happy Holiday Motel
1617 N. Atlantic Ave.
Daytona Beach
(904) 252-9866

Hawaiian Inn
2301 S. Atlantic Ave.
Daytona Beach Shores
(904) 255-5411

Holiday Sands Motel
200 N. Atlantic Ave.
Daytona Beach
(904) 252-7167

Howard Johnson Oceanfront
2560 N. Atlantic Ave.
Daytona Beach
(904) 672-1440

Inn On The Beach
1615 S. Atlantic Ave.
Daytona Beach
(904) 255-0921

Jamaican Beach Motel
505 S. Atlantic Ave.
Ormond Beach
(904) 677-3353

Live Oak Inn B&B
444 - 448 S . Beach St.
Daytona Beach
(904) 252-4667

Lynn Scott Lee Motel
3707 S. Atlantic Ave.
Daytona Beach Shores
(904) 767-0691

Magic Carpet Motel
2601 S. Atlantic Ave.
Daytona Beach Shores
(904) 767-7312

Mainsail Motel
281 S. Atlantic Ave.
Ormond Beach
(904) 677-2131

Manatee Suites
3167 S. Atlantic Ave.
Daytona Beach Shores
(904) 767-1121

Monte Carlo Beach Motel
825 S. Atlantic Ave.
Daytona Beach
(904) 255-0461

Newport Beach Motel
295 S. Atlantic Ave.
Ormond Beach
(904) 672-2651

Nomad Motel
3101 S. Atlantic Ave.
Daytona Beach Shores
(904) 767-7272

Ocean Court Motel
2315 S. Atlantic Ave.
Daytona Beach Shores
(904) 253-8185

Ocean Villa Motel
828 N. Atlantic Ave.
Daytona Beach
(904) 252-4644

Perry's Ocean Edge
2209 S. Atlantic Ave.
Daytona Beach
(904) 255-0581

Ramada Inn Surfside
3125 S. Atlantic Ave.
Daytona Beach
(904) 788-1000

Sands Motel
2523 S. Atlantic Ave.
Daytona Beach
(904) 767-2551

Seagarden Inn
3161 S. Atlantic Ave.
Daytona Beach
(904) 761-2335

Seashore Motel
320 N. Atlantic Ave.
Daytona Beach
(904) 253-9708

Shoreline Motel
2435 S. Atlantic Ave.
Daytona Beach Shores
(904) 252-1692

Sun Ranch Motor Lodge
2425 S. Ridgewood Ave.
South Daytona
(904) 767-0661

Sun Viking Lodge
2411 S. Atlantic Ave.
Daytona Beach Shores
(904) 252-6252

Sunny Shore Motel
2037 S. Atlantic Ave.
Daytona Beach Shores
(904) 252-4569

Symphony Motel
453 S. Atlantic Ave.
Ormond Beach
(904) 672-7373

Talisman Resort Lodge
3411 S. Atlantic Ave.
Daytona Beach Shores
(904) 761-0511

Travelers Inn
735 N. Atlantic Ave.
Daytona Beach Shores
(904) 253-3501

Treasure Island Inn
2025 S. Atlantic Ave.
Daytona Beach
(904) 255-8371

Tropical Manor
2237 S. Atlantic Ave.
Daytona Beach Shores
(904) 252-4920

RentalsandCampgrounds

Motorcycle Rentals

If your scoot's up on the rack and ya still wanna party, here's a few helping hands to check out.

WEST COAST

Western States Motorcycle Tours: (602) 943-9030
Harley-Davidson Rentals: (888) 736-8433
Route 66 Riders, Inc. (Bartels' H-D): (888) HD4-HIRE
Dubbelju Motorcycle Rentals: (415) 495-2774
North American Tours: (702) 434-0200
Ride The Dream, Inc: (505) 992-8145, (505) 474-2854

EAST COAST

Street Eagle Motorcycle Rentals, Largo, Fla. (727) 524-7999, (888)-524-7999; Atlanta, Austin, Shreveport, Sarasota locations as well.
Rolling Thunder Rentals: (954) 584-3821

BOTH O' DEM COASTS

American Road Collection: (888) RENT-HD3 Miami, Ft. Lauderdale, Boston, Martha's Vineyard.
Eagle Rider Motorcycle Rental: (800) 501-8687 Los Angeles, San Francisco, Orlando, San Diego, Phoenix, Denver, Las Vegas.

Where To Park It

Campgrounds and RV Parks are America's last bastion of the pure party frontier. Plug in, hook up, kick back, and let 'er rip. That's the motto of the American Campground and RV Parks Association (which we just made up, yes we did.). Here's a list of places to do just that. Call 'em for rates, locations, and amenities.

Daytona Beach Campground, Daytona Beach
(904) 761-2663
Sunshine Holiday Camper Resort, Ormond Beach
(904) 672-3045
Orange Isle Campground, Port Orange
(904) 767-9170
Ocean Village Camper Resort, Ormond Beach
(904) 441-1808
Seaside RV Park On The Ocean, Ormond Beach
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Harris Mobile Village, Ormond Beach
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Tomoka State Park, Ormond Beach
(904) 676-4050

In Closing...

Okay, hoss, so here's your guide to gettin' a tan and then some, right? Don't forget the extra lid in case you run into your reason never to go home again (at least for a week). If you do ride on the beaches (and you know you will), rinse that rascal right away or suffer the corrosive consequences.

A guy around here went to Laughlin one year, rode through a swarm of grasshoppers, and didn't do a thorough cleaning job. Six months later, his bike caught fire. His battery cable frayed against the battery holder and guess what it ignited ...

Fortunately, the critters in Ponce de León Land don't tend to descend in waves around your scoot! Meanwhile, look for the very large Easyriders Purple Truck at the World Famous Iron Horse Saloon, don't miss the Easyriders Bike Show on Saturday at the Beachfront Boardwalk, and party like it's 1999... hey, wait a minute, it *is* 1999 ... hmmm, but not for long. Close the century with a bang, brothers.

—*Captain Trash*

Riding the Muse

The black paint reflects the sun
I peer into the paint looking for imperfections
The chrome like mirrors shines like the sun
I hear the voice calling me

Smell the leather, freshly oiled
It smells raw, musky like an animal
It looks at me like a beast ready to pounce
Then the muse speaks to me

Oh Muse of poetry, I hear your voice
She speaks to me, whispers
I hear her voice in the breath of the Earth
Go for a ride, she says

Oh to feel the powerful steed
In the thunder I hear her voice
Erato speaks in the voice of the machine
Ride me baby, she says

To touch the machine is to feel power
As I sit I feel the power like electricity
The throttle twists, I hear the voice
Ride me baby, she pleads

The sun shines bright upon my skin
to feel its hot rays is like flying
High up in the atmosphere I soar
As I leave humanity behind, I ride with the gods.

"Riding the Muse"
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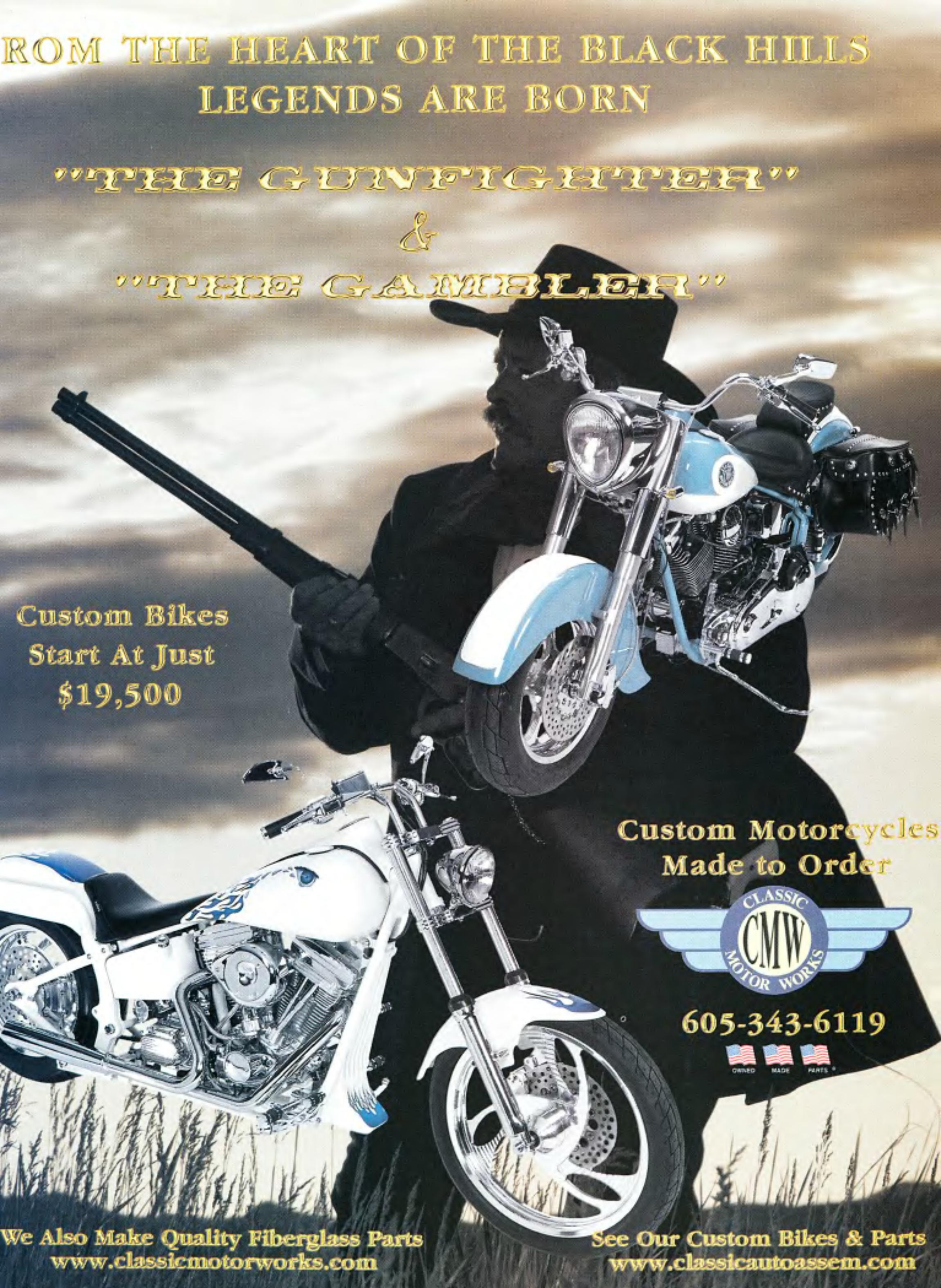
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American Eagle

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MAVERICK RS

S&S 113 V-twin; 6-speed transmission; Stretched tanks; Pro Street wide drive frame and dual coil-over shock suspension; inverted forks with billet clamps.

American Ironhorse

OUTLAW

S&S 96-inch V-twin; 5-speed transmission; wide drive frame, and dual coil-over shock suspension. Extended wide drive forks with billet fork clamps.

BANDIT

S&S 96-inch V-twin; 5-speed; wide drive frame, and dual coil-over shock suspension; extended wide drive forks with billet fork clamps; dual molded bags; windshield; two-up seat.

Big Dog

PITBULL

88-inch V-twin; 5-speed transmission; rigid frame; 41 mm telescopic forks; chrome laced wheel 2.15 X 21 / 60 chrome laced wheel 5.0 X 16.

PROSPORT

Rubber mounted 107 cubic inch V-twin; 5-speed transmission; Big Dog frame; 41 mm telescopic forks; polished billet wheels.

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113-inch S&S V-twin; 5-speed transmission; wide drive frame with dual coil-over shocks, stretched tanks; wide track front end; 18" laced wheels.

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Hellcat Roadster

113-inch V-twin; 5-speed transmission; Confederate design frame; single seat setup; Paioli inverted forks; Works rear suspension; ISR full floating brakes.

America GT

113-inch V-twin; 5-speed transmission; Confederate design frame; rider and passenger seat; Paioli inverted forks; Works rear suspension; ISR full floating brakes.

Panzer

Panacruz

Rubber mounted Neo-Pan, 84-inch, V-twin; 5-speed transmission; Jenkins rubber mount frame; Panzer hydraulic, wide track forks with billet clamps; laced wheels.

Tourister

Rubber mounted Neo-Pan, 84-inch, V-twin; 5-speed transmission; nostalgic fenders; Jenkins rubber mount frame; wide track forks with nacelle headlight; laced wheels.

Pure Steel

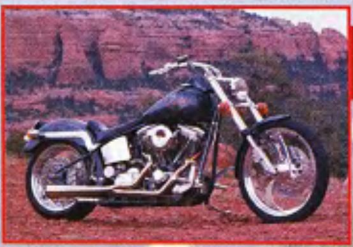
Stiletto

S&S 96-inch V-twin; 5-speed transmission; Daytec/Pure Steel rigid frame; stretched fuel tanks; wide track forks with billet clamps; laced wheels; 11.5" disc brakes.

Saber

S&S 96-inch V-twin; 5-speed transmission; Daytec/Pure Steel frame with dual coil-over shocks; stretched tanks; wide track nostalgic forks; 17" laced wheels; 11.5" disc brakes.

Titan



Gecko SX

96-inch V-twin; 5-speed transmission; tubular frame with adjustable torsion bars; inverted forks; 13" floating disc/ 11.5" polished stainless steel disc with PM calipers.

Sidewinder RM

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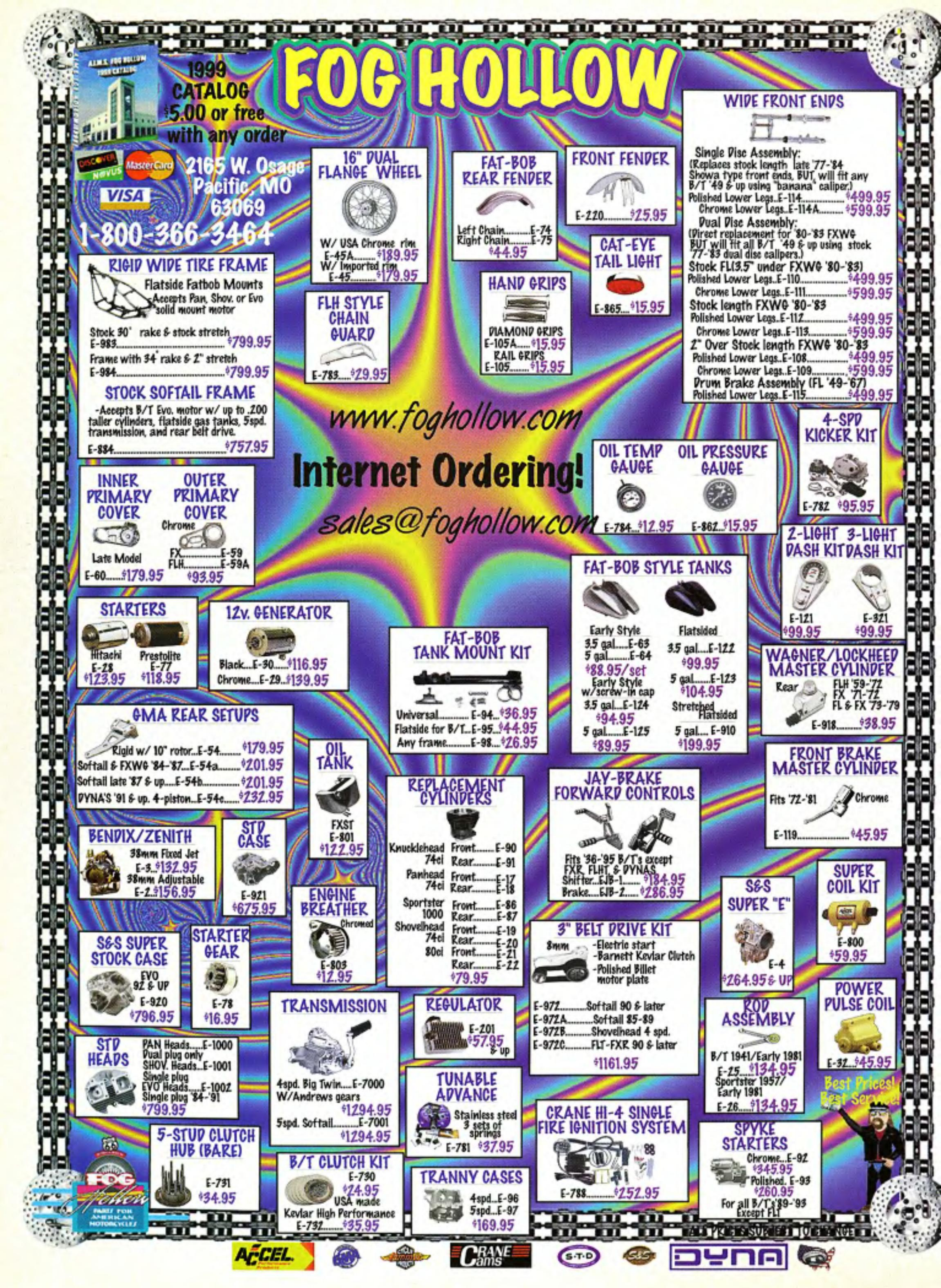

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DYNA

Al Martinez III is crafting some mighty fine work out here in Artificially Hydrated Angeles. He's also out of his mind ... he built this beast in eight weeks, from El Scratcho, and took it to Laughlin to blow the fabricating doors off of countless contenders for the PPG-urethane throne. The story went something like this, recounted in between our lovely Fox of the Month, Lisa, telling us all the different ways she and her boyfriend like to play kissy-huggy-body-rub. By the way, *never* ply a model with drinks when she says one will do it ...

bad to the bone

Let The Tribal Games Begin...

Al was building a similar bike at the time, a skull-image bit o' metal. It musta been the L.A heat that did it to him, 'cause next thing ya know, he's meeting with Mark Wing—the head wingnut in the fabricating side of Al Martinez Paint and Body—with a handful of sheet metal and some rampant-running inspiration for the fenders, dash, oil, and gas tanks. Mark is Al's make-it-happen man when it comes to what's runnin' round in his never-sleep head. Meanwhile, a call to Marty Ruthman at Hi-Tech Customs in Van Nuys, California, got the motor-building started, a 96-cubic inch S&S spine-thumper with shaved and hexed barrels and heads.

So Mark jumps in with both boots and does his metal-massaging thing like a pit-bull slurpin' shots of Jolt cola with espresso chasers to keep up with Al's utterly insane building timeline. Those rear fenders speak well of Mark's craftsmanship under pressure: He took bars of steel, welded them into the frame, then cut and welded his own struts as close to the tire as possible. Next, he made a fender fit over the struts, skirted in all the sides, then cut out a front pocket to french in the seat. *Youwza!*

The story accelerated to a blinding building pace at this point: two weeks to go, Marty now had the frame and swingarm for fitment of the motor, and Al was running the remaining sheet metal through his shop's five-step production line (1. body work and fab—3 guys; 2. prep and primer work—3 guys; 3. final prep and paint work—4 guys; 4. artist division, art work—4 guys; 5. wet sand buff and polish—4 guys. *Whew!!!*).

The last step was laying down the bone graphics, an airbrush chore handled in-house by Dan Scholtz. With one day to go, Al hauled ass up to Marty's for final

assembly of the finished metal. Next thing ya knew, Al was sittin' in a booth, starin' out at a sea of devastated Laughlin patrons who'd swear by their mother's eyes this bike would end all bikes.

Ánd not long after that, he found himself in Raiko Hartman's studio with a two-legged spitfire straddlin' his tribute to all things tribal. Lisa was a handful, too; not many women can stare down a gentlemen's club owner, demand money back for a lackluster mudwrestlin' show and walk away with the cash!

Al Martinez Paint and Body has been around almost 40 years, and Al IV digs bikes like every other man in the family. Give him about 20 years (he's only two), and there's no tellin' what'll roll outta his paint shop doors. But for clues, check out their Web site (www.almartinez-paint.com). Sure, it's a plug for the guy. He deserves it. Tim Cronin will agree. He saw the bike, had to have it, bought it.

Li'l Lisa here gave up dancing on street corners with real estate foam fingers long ago (even though we pridelessly begged her to jump around with one in front of Al's shop, just for kicks).

Hey, there's an idea ... Yo, Al, offer her some wine and whip out the airbrush. No tellin' how busy your shop might get!

—Captain Trash

Owner(s): Al Martinez III/ Tim Cronin
City: Orange/Dana Point, California

General

Fabrication: Al Martinez Paint & Body
Year/make: 1999 Martinez Custom
Model: Softail
Assembly: Al Martinez Paint & Body
Chroming: Plate Corp.

Engine

Year/model: 1999 S&S Evo
Rebuilder: Hi-Tech
Ignition: Compu-Fire
Displacement: 96 cubic inches
Lower end: S&S
Pistons: S&S forged
Cases: S&S
Heads: S&S
Cam: S&S 561
Carb: S&S Super E
Pipes: Hooker
Modifications: balancing by Suntec, S&S lifters, owner-fabbed air cleaner cover

Transmission

Year: 1999
Modifications: RevTech gears

Paint

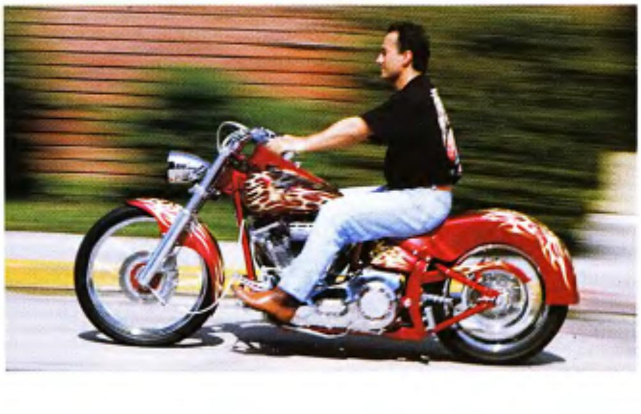
Molding: Al Martinez Paint & Body
Painter: Al Martinez
Color/type: Martinez red/PPG urethane
Special paint: Al, Dan Sholtz

Frame

Year/type: 1999 Al Martinez custom
Builder: Al Martinez, Hi-Tech
Shocks: Progressive Suspension
Modifications: 36-degree rake

Accessories

Bars: Hi-Tech Custom
Handlebar controls: Ness
Fender(s): custom, owner
Headlight: Headwinds
Taillight: Hi-Tech Products, Al
Speedo: custom, owner
Dash: custom, owner
Pegs: Ness
Foot controls: Legends
Electrics: Don, Hi-Tech
Gas tank: 5-gallon, custom by Al
Oil tank: custom, owner
Oil system: hardlines by owner
Seat: Lars, Highend Products
Mirrors: none
Grips: Ness



Forks

Type: wide glide
Builder: Hi-Tech
Modifications: Ness trees, Boyd's lower legs

Wheels

Front

Type: Akront
Size: 21-inch
Tire: Avon
Brake: Pro-One

Rear

Type: Akront
Size: 18-inch
Tire: Avon
Brake: Pro-One

Photos: Raiko Hartman

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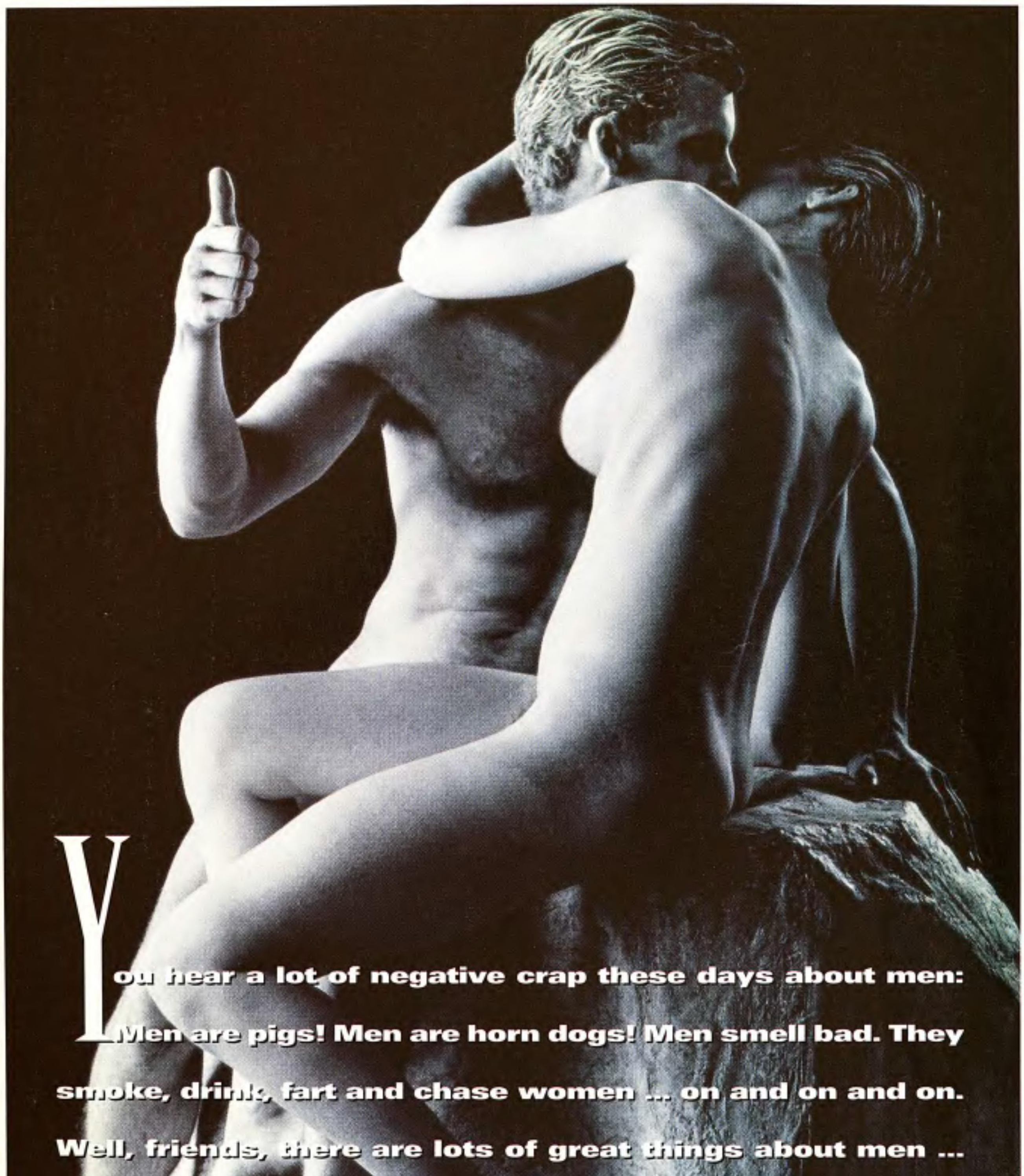


You hear a lot of negative crap these days about men: Men are pigs! Men are horn dogs! Men smell bad. They smoke, drink, fart and chase women ... on and on and on. Well, friends, there are lots of great things about men ... proud things, things that elevate us to demigod status at bowling alleys and sporting events. In an effort to embrace our proud heritage of maleness, Easyriders brings you three dozen reasons why it's great to be a man ...

MEN ARE GREAT!

1. Phone conversations are over in 30 seconds flat.
2. You know stuff about rifles, tanks, motorcycles and airplanes.
3. A five-day vacation requires only one suitcase.
4. You can open all your own jars.
5. Dry cleaners and hair cutters don't rob you blind.
6. You can go to the bathroom without a support group.
7. You don't have to learn to spell a new last name.
8. You can leave the motel bed unmade.
9. You can kill your own food.

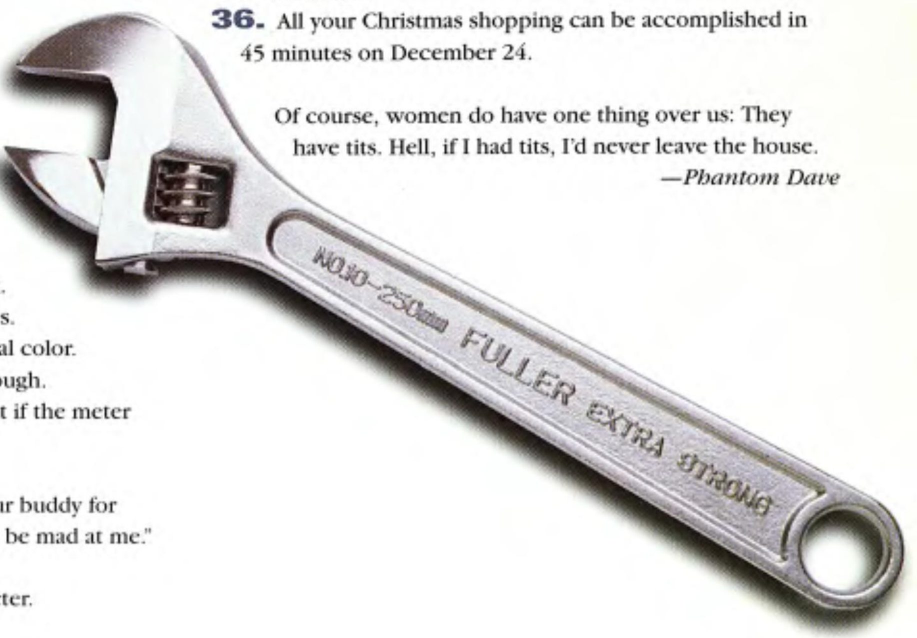
10. You get extra credit for the slightest act of thoughtfulness.
11. Wedding plans take care of themselves.
12. If someone forgets to invite you to something, he or she can still be your friend.
13. Your underwear is $10 for a three-pack.
14. If you are 34 and single, nobody notices.
15. Everything on your face stays its original color.
16. Three pairs of shoes are more than enough.
17. You don't have to clean your apartment if the meter reader is coming.
18. Car mechanics tell you the truth.
19. You can quietly watch a game with your buddy for hours without ever thinking: "He must be mad at me."
20. Same work ... more pay.
21. Gray hair and wrinkles only add character.
22. Wedding dress: $2,000. Tuxedo rental: $75.
23. You don't mooch off other's desserts.
24. You can drop by to see a friend without having to bring a little gift.
25. If another guy shows up at the party in the same outfit, you just might become lifelong friends.
26. Your pals can be trusted never to trap you with: "So ... notice anything different?"
27. You are not expected to know the names of more than five colors.

28. You don't have to stop and think of which way to turn a nut on a bolt.

29. You are unable to see wrinkles in your clothes.
30. The same hair style lasts for years, maybe decades.
31. You don't have to shave below your neck.
32. Your belly usually hides your big hips.
33. One wallet and one pair of shoes, one color, all seasons.
34. You can "do" your nails with a buck knife.
35. You have freedom of choice concerning growing a mustache.
36. All your Christmas shopping can be accomplished in 45 minutes on December 24.

Of course, women do have one thing over us: They have tits. Hell, if I had tits, I'd never leave the house.

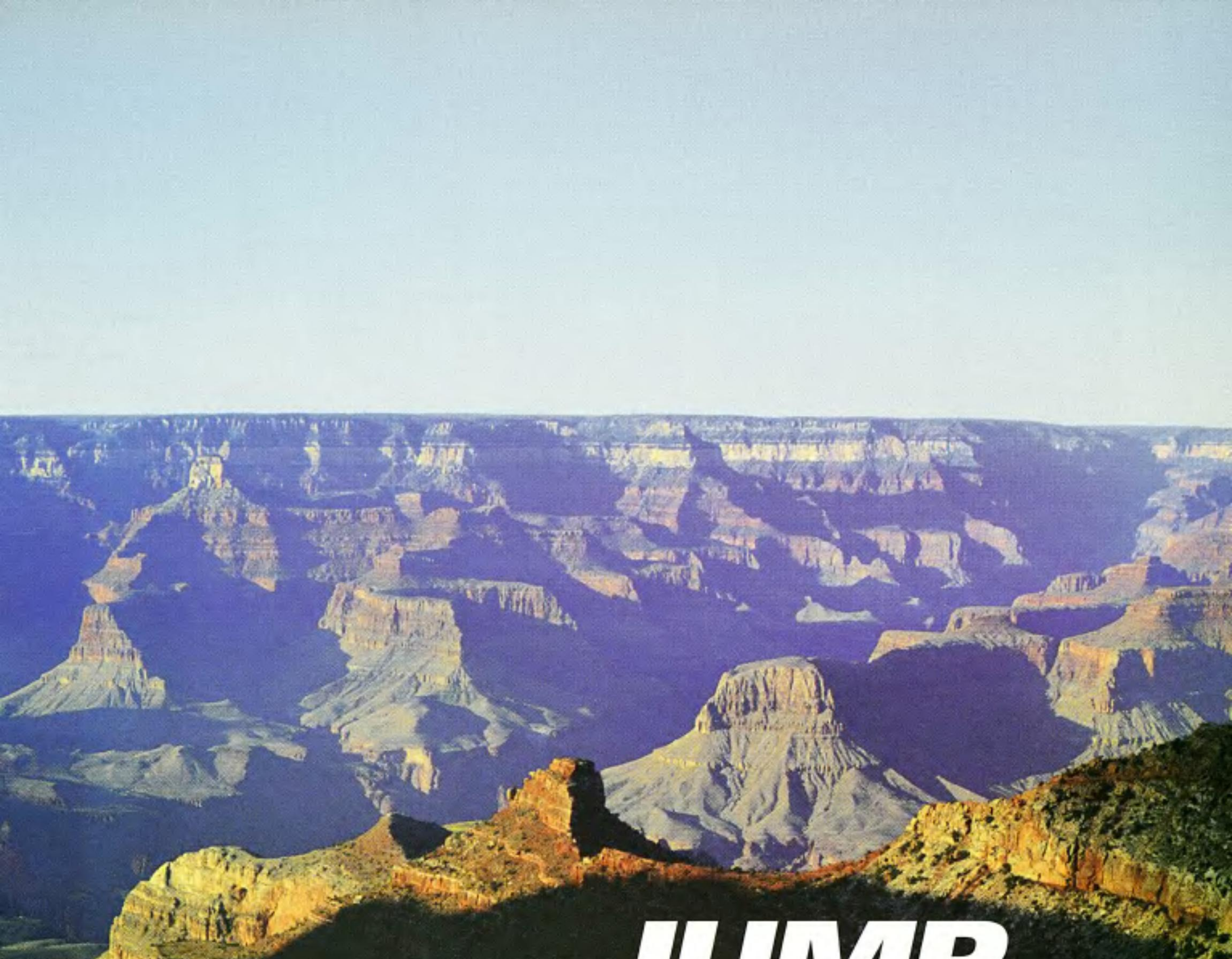
—Phantom Dave



ROBBIE KNIEVEL

Motorcycle daredevil Robbie Knievel soars over a chasm of the Grand Canyon on the Hualapai Indian Reservation near Grand Canyon West, Arizona, May 20, 1999. Officials said Knievel traveled 228 feet, eclipsing the 223-foot record he set in Panama City, Florida, in the early '90s. Knievel, 37, ran off the ramp after landing and wiped out in a cloud of dust. He did not suffer any serious injury.

Photo: AP Photo/Laura Rauch



DEATH'S JUMP

"NOTHING IS IMPOSSIBLE"

What words flash through your tortured brain span at the mention of the name Knievel? Death-defying, daredevil, and defiant are all "D" words that fit. Perhaps the best words are "laughing in the face of the reaper!" The father and son Knievel duo have given the world their very lives and have thrown the fiery gauntlet into the face of death more times than can be recounted by this feeble scribe. The sprout from the mighty oak in this case has gone on to dare stunts that make his father beg him to stop. But Kaptain Robbie Knievel will not stop. After jumping his share of school busses and topping the two-wheeled death-wish antics of his famous father, Robbie has gone beyond the measure of any pansy-ass "extreme sports" dude on a skateboard, snowboard, freefall, or bungee. Robbie has spent more time with the Lord of Death than any man living. He has turned over the card of the Burning Tower with every throw and yet lives and laughs with the ferryman across the river Styx. This would be no jump over Caesar's Palace ... this would be BIG. →

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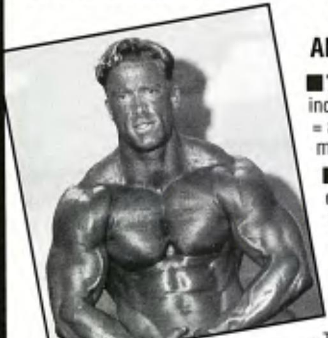

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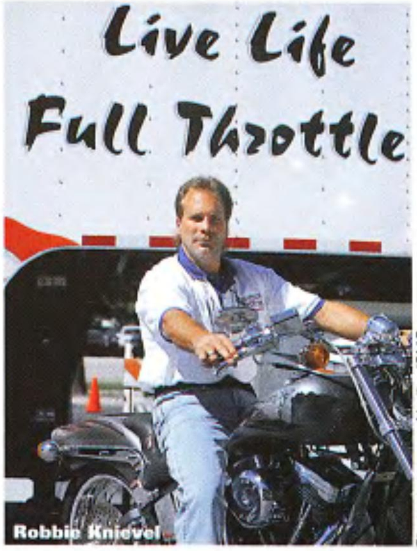


Robbie Knievel

Photo: courtesy of Indian/CMC

On February 4, 1999, while the world watched from the safety of their home televisions and from the grandstands in Las Vegas, *Easyriders'* intrepid photographer, Billy Tinney was on hand to capture Robbie as he jumped his motorcycle from one skyscraper to another ... 35 stories in the air.

Long before the stunt was to occur, this living daredevil spent time with us at our Pre-Love Ride party in the Malibu Mountains. A longtime friend to Easyriders, Jen Ferguson of *Bikes and Spikes* magazine, dared to ask Robbie when his next jump would be. With a twinkle in his fiery eyes and a defiant smile on his crooked lips, Knievel said, "Hopefully tonight."

On the day of the jump, our crew arrived at the site of the Jockey Club condominiums right next to Steve Wynn's new Technicolor yawn of a mega-resort, the Bellagio. Fox TV would carry the Death Jump live, before a dull-eyed legion of Americans who waited to see if Robbie or the wind would be the victor on this day. Fox TV had created platforms for their cameras, some 13 floors above the ground and 130 feet in the air. The wind was picking up and howled through the Vegas spires of concrete and glass. All eyes and cameras were trained on the special ramp that had been built for Robbie to ride and fly through the air for over three heart-pounding seconds before crashing into a specially built ramp and net on the other side. The entry ramp offered only 220 feet to get enough speed up for the launch. The bike and Robbie would sail through the air (adjusting for the 14 mph winds) to land with the bike "down" in order not to overshoot the landing platform. Piece of cake, right?

Kaptain Knievel flew that night amidst fireworks and cheers, like some feathered arch angel, and landed safely so that he could dream of the ultimate stunt. It was a dream that stretched back to Robbie's childhood. Somehow and someday, he would jump the Grand Canyon.

Again with the Fox Network in tow, Team Knievel trekked across the Nevada desert south of Las Vegas to the Grand Canyon West. Thanks to the local Native Americans who care for that part of the world, Robbie's dream was about to come true. On April 17, snow, rain, and high winds kept the jump from taking place. The world would have to wait for the next broadcast window. On May 20, 1999, millions watched what was to become known as the Grand Canyon Death Jump.

As the day turned toward twilight, news crews jockeyed for position, and all cameras and emergency teams were in place as Robbie's daughter began singing the National Anthem in a clear, sweet voice. Did she know that her father was moments away from a possible hideous death? If she did, she made not a waiver in her young voice and sang on with a defiance born of all Knievels. Robbie stepped from his trailer, leather-clad, having made peace with whatever gods he knows, and walked up the steep take-off ramp amid blazing fireworks from prerehearsed pyrotechnicians ... all for the Fox cameras.

Finally, with the wind picking up to 30 mph and daylight fading, Robbie walked to the precarious edge and offered a salute to Gary Davis, his stunt coordinator, as well as the rest of his awesome team. It was a moment borne only of Knievels, with respect for his crew and fearless in the face of the odds ... defiant, like his father before him.

Everyone who knows Robbie must know that this young death-defying stunt god will not back down. Backing down is simply not in his vocabulary. As the assembled crowd's heart beat as one frightened beast, Robbie mounted the scooter that would make or break this pulse-pounding attempt. What was Robbie thinking as he gunned the throttle and shifted into first? We mortals will never know. Once aboard his XR600, Kaptain Knievel made four practice runs at the launch ramp. All was ready. Robbie said a silent prayer, looked once more at his goal, and gunned the engine. Within a fraction of a second, the Kaptain was moving down the steep ramp, shifting like a madman and screaming like a banshee when the safety the narrow ramp afforded gave way to ... FLIGHT!

Imagine the sound of a staccato beating heart, the sound of the wind, the limitless rush of flight, as Knievel dared the gods to do his bidding. In the endless seconds between life and death, the crowd's sense of time slowed as they watched the impossible happen before their shocked eyes. Airborne above the tide of humanity and the 2,000+-foot chasm below, aloft with only stars above, Robbie reached out to the maker and, without doubt, touched the face of god before his decent became evident.

Down ... gravity took hold of his two-wheeled craft and down ... down ... at mind-dizzying speed before the bone-rending crunch of impact with the ramp on the other side, too far down the ramp ... too fast. The bike tipped forward and flipped as Robbie came off and was whipped around like a rag doll. Next came a violent breath-stealing stop like a giant hand plucking Icarus from the sky and then ... silence.

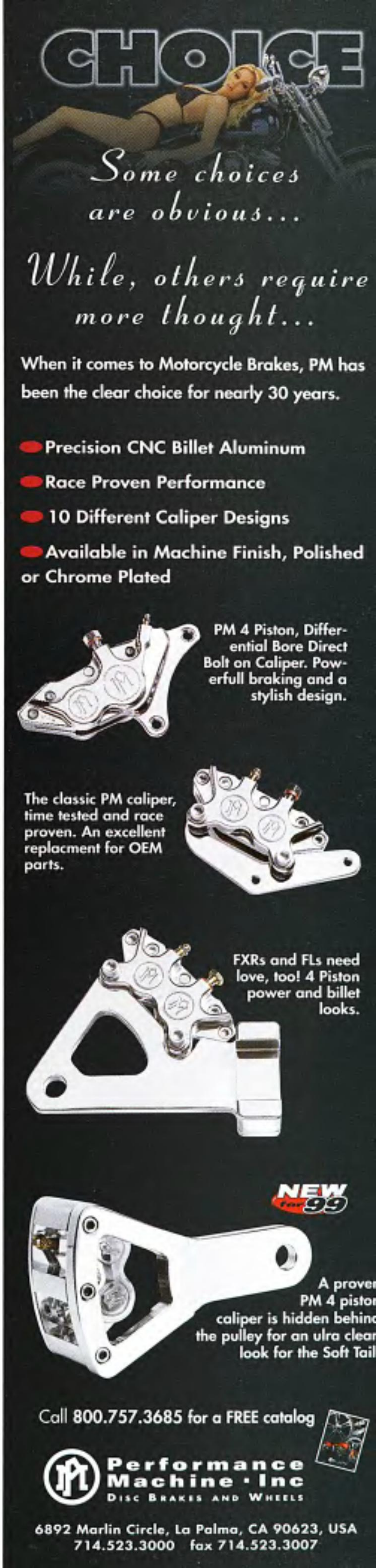
One man tempted science, nature, and all the gods that man has a name for on that windy desert day. One man turned seconds into eternity for those who witnessed the miracle of human flight, of single-willed defiance to all that is known. Whatever Robbie Knievel was paid for his daring flight that day in May, it was not enough. Not enough to teach us who we are in this spinning vortex of a world. Not enough to stand as gladiators before the lions. Not enough to stand as a Viking with sword in hand before the wolves of winter. In this sickening time of mall shopping, wonder brats, and those who sell out en masse for a newer Volvo and a smaller cell phone, this world stood silent and in awe of one true individual.

As prisoners, we salute you Kaptain Knievel. You know life as we can only dream it from reruns and hopes for a whiter smile through chemistry. We who dare nothing, bow before you.

—Phantom Dave Nichols

February 4, 1999: Robbie jumped his motorcycle from one skyscraper to another—35 stories high—in Las Vegas, Nevada.

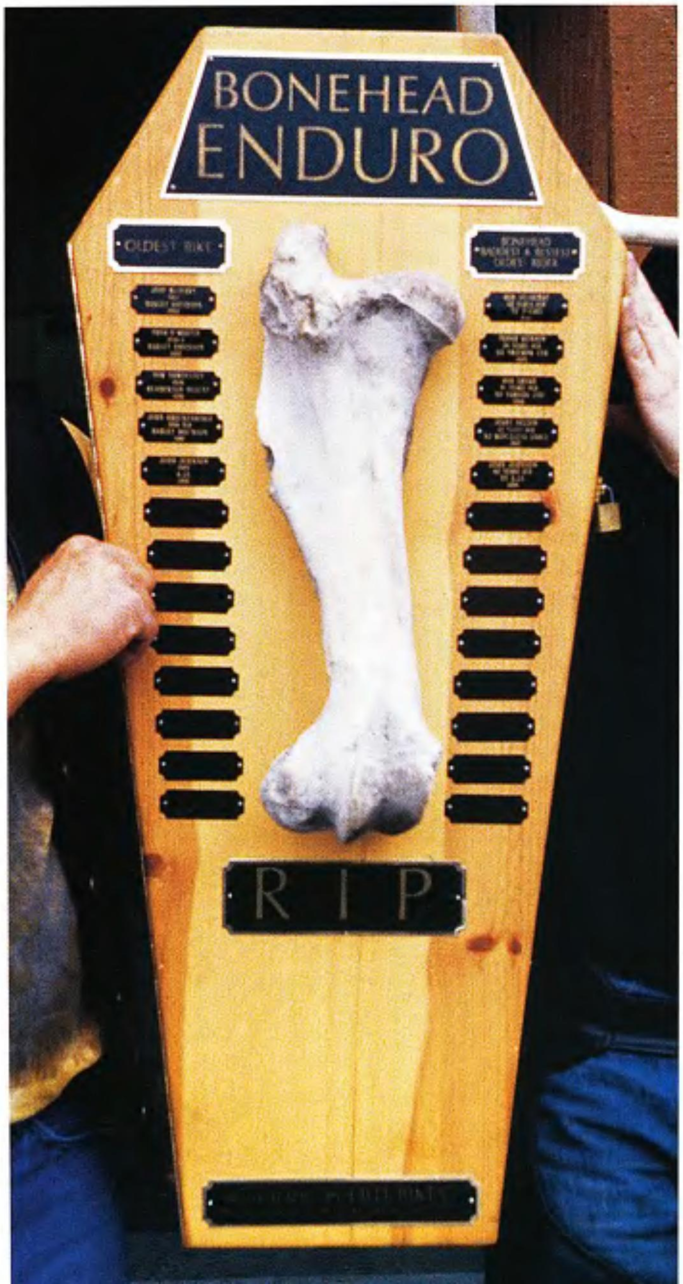
Photo: Billy Tinney



The Bonehead Enduro

Let's say you own a pristine 1912 Harley-Davidson. To what use would you put it? Perhaps encase it in bullet-proof glass with a spider web of laser beams to protect it and then occasionally allow close family members to view it through a closed circuit television. Perhaps bring it out once or twice a year to a prestigious bike show for others to drool over. Perhaps ride it through mud bogs, over sharp boulders, through raging streams, up and down precipitous mountain slopes, and ride the hell out of it like God intended?

Well, if you're one of the intrepid souls who takes part in the annual Bonehead Enduro out of Seattle, Washington, home of the endlessly overcast sky, you'd be putting your motorcycle where your mouth is. That is, using it for what it was originally intended for and maybe then some. Come to think of it, in 1912, highways were virtually nonexistent so off-road riding was a daily challenge, though perhaps not quite the challenge one faces when participating in the Bonehead Enduro. The event was conceived by Tom Samuelsen, who rides a 4-cylinder Henderson, and Dave DeMartini, who rides a '39 Knuckle sidecar rig. For almost 20 years, Dave has operated Northwest Custom Cycles, a Panhead and Shovelhead mecca located in rural Snoqualmie, Washington. The town is about a half hour ride east of Seattle and is the kick-off point for the Enduro.



This year, the Sixth Annual Bonehead drew 56 vintage American, British, and Italian bikes including Harley, Henderson, Triumph, Matchless, and Ducati. He even brought in Russian Urals and a mix of dirt bikes. Taking part in his second Bonehead Enduro was Russ Tom, owner of Seattle's Downtown Harley-Davidson. Russ rode a WWII army H-D 45 WL and his 73-year-old father, Carmen, piloted a '67 Suzuki. Also joining them was Russ' nephew, Cory, who traversed the course as well, representing three generations of the family. "My 45, with its hand shift and foot clutch, makes the course a real challenge, let me tell you," says Russ. "But I did take it through all the gears. The Bonehead is quite the thing. It's a blast."

While older classics are the usual mounts, no one is turned away.

"We even had Vespas show up," says Dave. "We also have women riders and passengers, even a kid this time out (adventurous 5-year-old Nicole aboard a 45 H-D with her father, Brock Wheaton, also from Downtown Harley-Davidson). Although it started out as a vintage run the first year, it has evolved since. We even had a flock of full FLHs show up. When they're plowing through rivers, the old dressers look like cabin cruisers with the waves coming over the front of them. A guy on a restored Harley Panhead bagger got himself stuck in the river after hitting a boulder. Another bagger went over a small cliff. Rider and bike were OK.

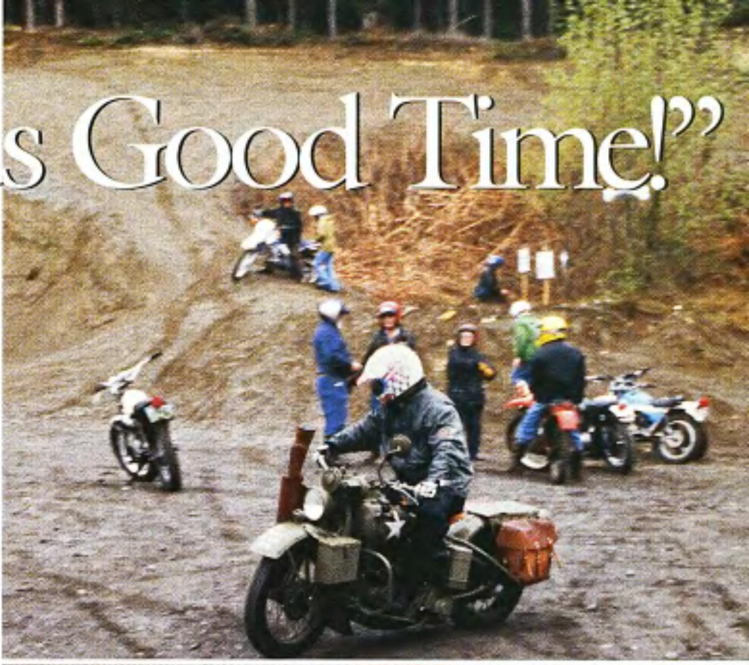
"The run covers twenty-two miles up Mount Si and twenty-two miles back and takes about an hour and a half. We lay out different routes each year and the logging routes are carved by the weather in new ways each time. It's the dirt bike guys you gotta watch out for. They pass the older bikes on their buzz bombs while we're trying to maneuver our way through the minefield of potholes. It's pretty crazy. You're doing pretty good if you're in second gear, and if in you're in third, you're hauling ass and better get back into second."

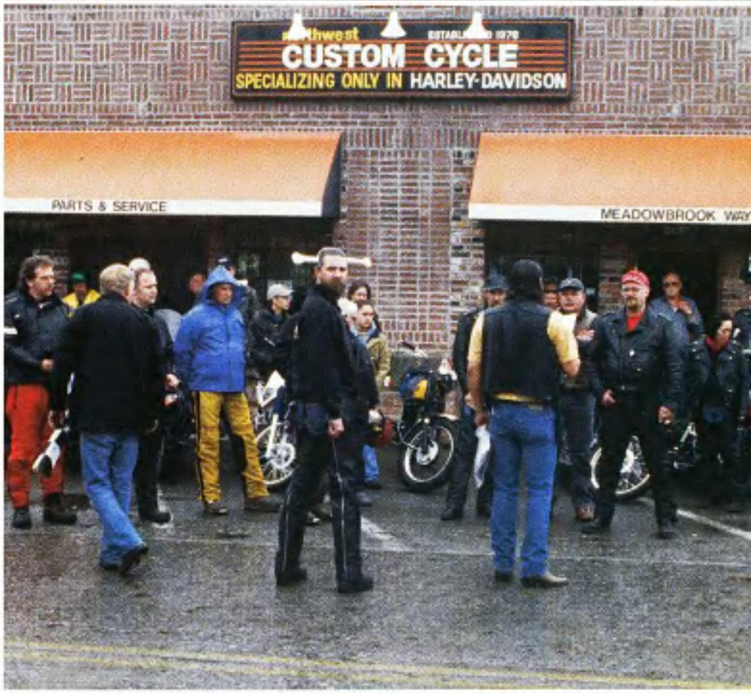
When asked the purpose of the run, Gene, who wrenches at Northwest Custom Cycles replied, "To have a good time, ride your bike hard in the mountains and off road, beat up yourself and your bike, and have a blast."

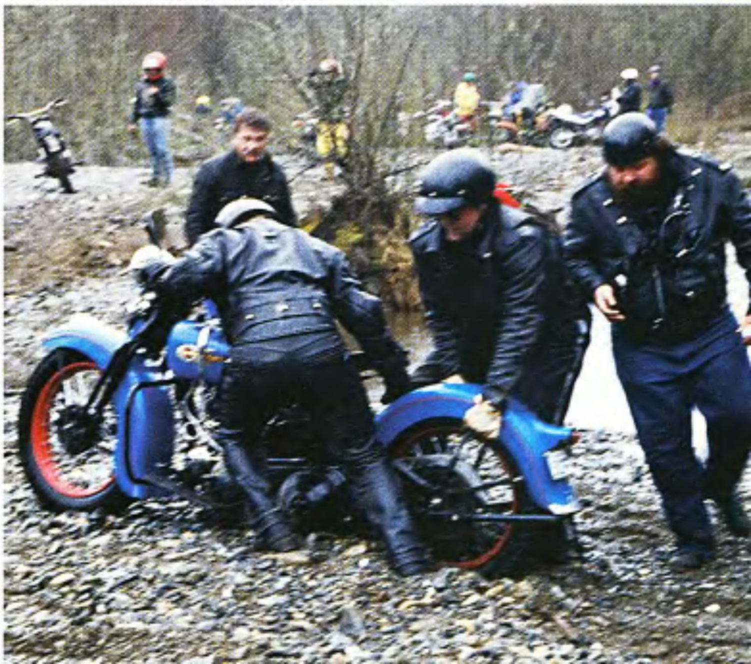
Dave describes the course: "Only the first five miles are paved; the rest is off-road Weyerhaeuser logging roads. Some are smooth, some are washboards. There's loose gravel and potholes, and, usually, it's either too dusty to see or raining so it's really muddy. This time it was just a light rain. Usually we have a mandatory bog crossing and a leg plowing as far as we can go into the snow.

"We have a bunch of

"A Monoxious Good Time!"







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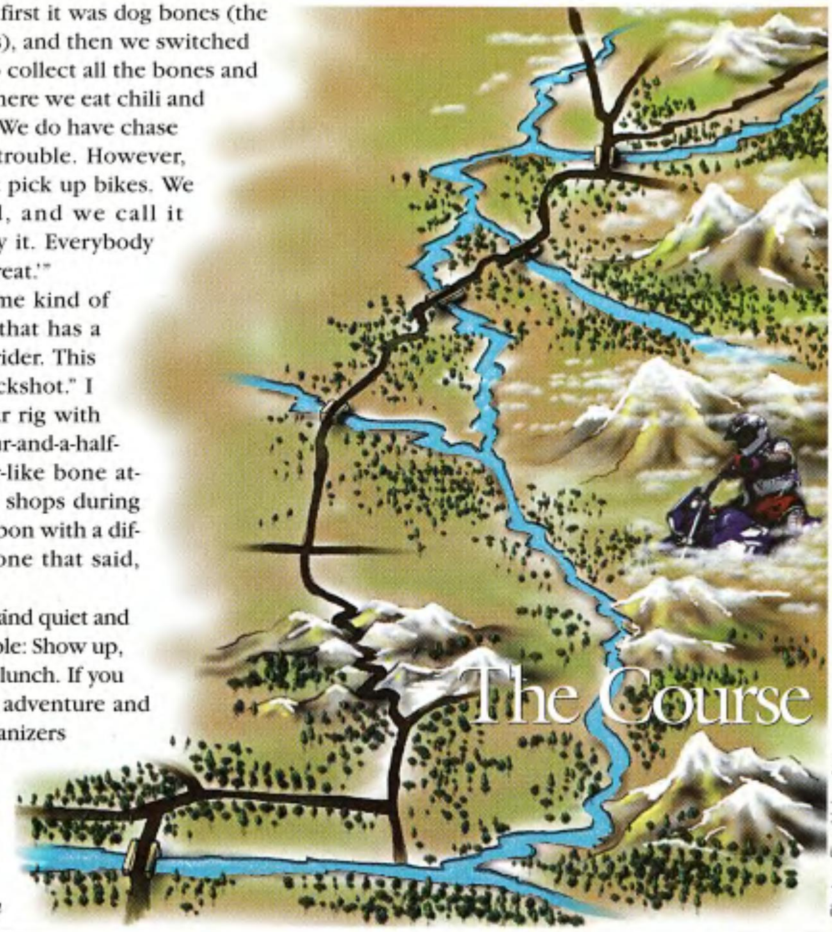
different stops where you pick up a bone. At first it was dog bones (the kind dogs like to eat, not the dogs themselves), and then we switched to little neon red plastic bones. The idea is to collect all the bones and make it back to the shop and the VFW Hall where we eat chili and celebrate. It's not a race and we stress safety. We do have chase vehicles in case someone gets into serious trouble. However, the chase truck carries the beer, so we don't pick up bikes. We call it an 'Enduro' because it's off-road, and we call it 'Bonehead' because you got to be one to try it. Everybody who does goes away saying, 'Hey, that was great.'"

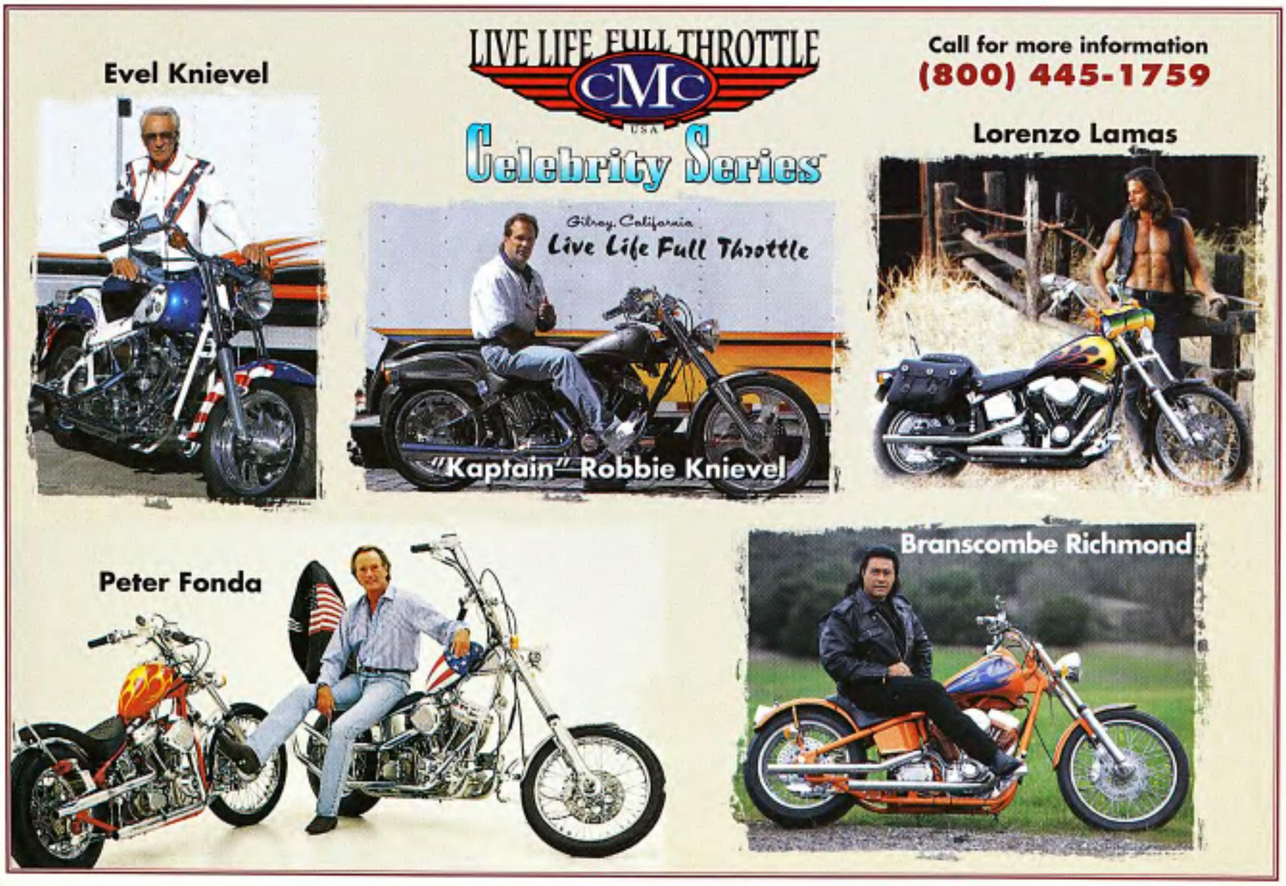
So what do you win? "Everybody gets some kind of award," says Dave. "We give away a trophy that has a plaque listing the oldest bike and the oldest rider. This year the oldest rider was veteran racer, "Buckshot." I won oldest bike with my '39 Knuckle sidecar rig with my wife, Joanne, aboard. The trophy is a four-and-a-half-foot-tall wooden coffin with a big dinosaur-like bone attached to it. The trophy circulates to various shops during the year. Each person on the run gets a red ribbon with a different saying on it. One year, my wife got one that said, 'Bone Her Award.'"

The Bonehead Enduro takes place on a nice and quiet and perhaps rainy Sunday in April. The rules are simple: Show up, pay your $5 entry fee, and make it back for the lunch. If you have a hankering to take part in this real life adventure and qualify as a legitimate Bonehead, then call organizers Tom Samuelsen at (206) 325-7019 or Dave DeMartini at Northwest Custom Cycle at (425)-888-9899. Gene at Northwest rides his '48 Pan each year in the Bonehead and sums it up when he says, "It's a monoxious good time."

—Bonehead Paul Garson



Photos: Finn Livingston



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Harley Hypothesis

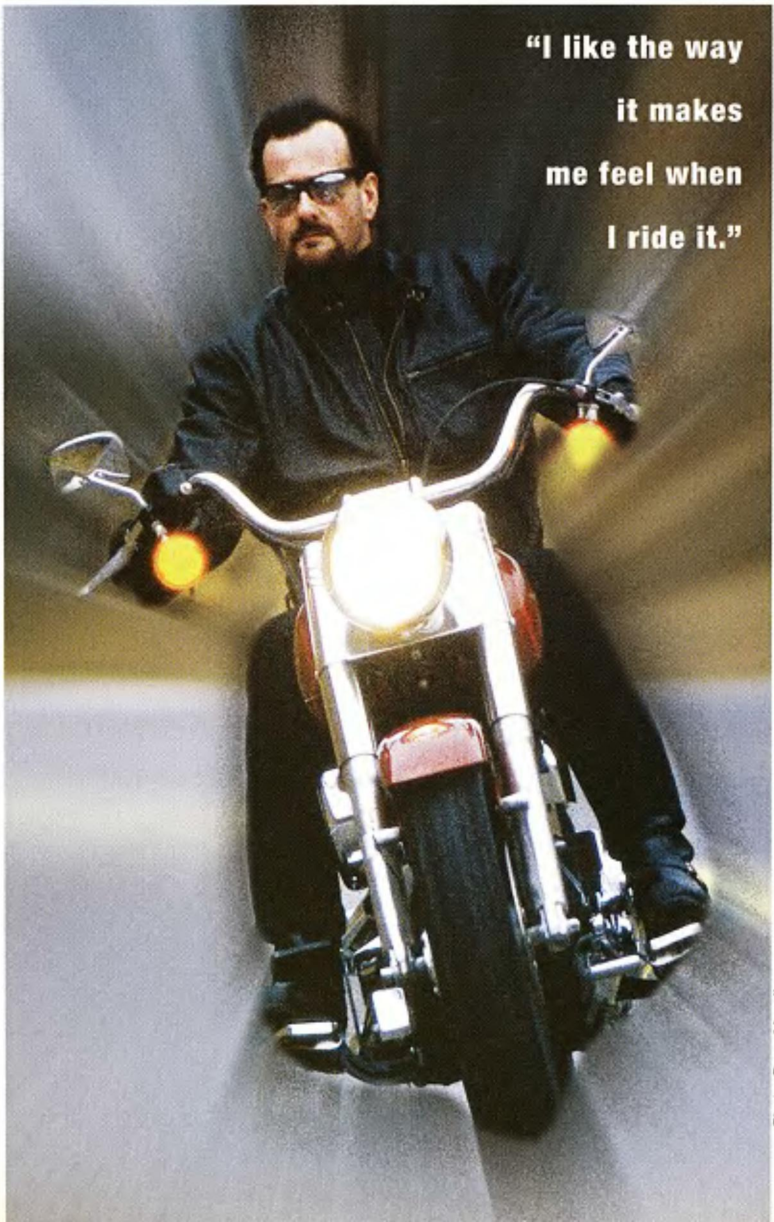
Ask any Harley rider why he rides a Hog and you'll get a vague answer every time. The response most often heard is: "I like the way it makes me feel when I ride it."

I rode sport bikes for more than 25 years and could never understand why anyone would want to ride a Harley. After all, raw speed was what it was all about. Motorcycling is a kinetic sport, right? I just didn't get it.

Years passed and middle age arrived along with a case of arthritis in my back and neck. I could no longer ride sport bikes without pain. I switched to a BMW K1100LT, which was OK for a while, but the arthritis didn't let up. Very soon, even riding the beemer was painful. I began to ride less and less.

A used Harley FLH sitting on my BMW dealer's showroom floor caught my eye. I threw a leg over the low seat and was delighted to find total comfort. Nothing hurt. I could still ride. The dealer and I agreed on a price and I became the proud owner of the red full dress bagger. The '93 FL still looked new and showed the care that the previous owner had taken with the machine. The engine had a fresh rebuild with 10:1 compression pistons, highway cam, S&S carb, and aftermarket pipes. The FLH is the daddy of the Road King and is very similar in appearance. Although it's a big bike and weighs over 700 pounds, its low center of gravity and seat height endear it to the short of leg. I say this because it's hard to look cool when you just pulled your groin muscle thrusting your leg over a tall saddle. With this bike, the game of footsie tag with the pavement at a stop light will be a thing of the past. All in all, the Harley is very comfortable and an easy motorcycle to ride smoothly.

I thumbed the starter and that famous "potato-potato" exhaust sound roared to life. That macho rumble is uniquely Harley. The Japanese clones still haven't captured it and never will. They may look like a Harley, but they don't sound like a Harley. I rode it home but only had time for short excursions after work that week.



"I like the way it makes me feel when I ride it."

Photo: Doug Mazell

Friday morning came and I had to send an employee to pick up some printing in Shreveport, the closest big town, about 100 miles from our rural community. It was a beautiful spring day and I thought, "Wait a minute, I'm the boss here. This is a good opportunity to try out the red Hog. I'll make the trip to Shreveport." I slipped on a comfortable old leather jacket, worn cowboy boots, and a half helmet. I nestled my butt in the large leather seat and was off.

The trip to Shreveport was made up of 40 miles of two-lane blacktop and 60 miles of interstate. The morning was crisp and cool. Spring was in full blossom. I left our rural shop with a mind full of business and work worries ... production schedules, cost overruns, vendor problems, and the like. Before I knew it, the two-lane was gone and I was rolling north in light traffic on I-49.

The big twin beat a rock steady rumble and the bike glided along effortlessly at 75 mph. I began to notice how the sunlight was glinting off of a pond and silhouetting two wild mallards frolicking on its surface. The sweet smell of fresh-cut alfalfa permeated the air and all began to seem right with the world. I began to feel mellow and relaxed. The steady beat of the Harley's motor was in perfect cadence with my mind.

Business thoughts did not enter my head for the rest of the day. My attention was focused on the beauty of my natural surroundings. Somehow I had become

more attuned to the sights, sounds, and smells around me. All of these things contributed to my enjoyment of this very pleasant motorcycling experience.

I soon arrived on the busy freeways of Shreveport. The print shop was located downtown, which led me on a ride through heavy stop-and-go traffic. The abundance of torque created by the motor and low center of gravity made the ride easy. I pulled up to a traffic light in front of my destination and admired the way a silky white dress moved on a pretty woman who crossed the street in front of me. Maybe city life was not so bad after all.

After loading my printing into the spacious hard bags, I rode to my favorite restaurant for a barbecue sandwich and brew. Hunger sated and gas tank topped off, I cranked up and rolled back down the double ribbon of asphalt for home.

Afternoon shadows made the wooded areas on either side of the road look cool and inviting. I began to enjoy the sweet nectar of honeysuckle in the air. The late evening sun on my face felt warm and reassuring. The powerful syncopated drone and gentle vibration of the big V-twin accompanied these sensations as well as any music ever could. I felt at peace. Suddenly it occurred to me that something strange was happening. I had ridden over this very same road on other bikes many times and never noticed any of this stuff. The trip never seemed particularly memorable before. Was it the Harley? Maybe it has something to do with that magical sounding motor. It has a very distinct, low frequency, rhythmic rumble that seems to put one in a mellow mood. Could it be a result of an effect that the sound has on the mind?

We know that many outside stimuli can affect change in the mammalian mind and behavior. I have a friend who teaches at the junior high school and he swears that changes in weather cause kids to get more hyperactive. A cop friend tells me that a full moon close to payday can make for a very active night shift. We also know that lights flashing at certain frequencies can trigger epileptic seizures. Different colors of light can influence our moods. If these stimuli affect the human brain, is it not possible for the low frequency, rhythmic Harley booming sound and vibration to cause a change? Maybe it triggers a release of endorphins or other brain chemicals that cause a calming and mellow feeling. This might also explain why riding a Harley is so addictive. If science proved this theory, would Harleys soon have warning stickers like cigarettes: "Warning: riding this machine could cause mellowness and is found to be addictive in laboratory rats?"

Another explanation occurred to me. Maybe I became more aware of the beauty of my environment, which in turn enhanced my enjoyment, because on the Harley I didn't feel compelled to ride at supersonic speed. Sport bikes do one thing well; they reach a high rate of speed in a very short amount of time, so you feel obligated to ride like a bat outta hell in order to best experience the essence of the machine. Speed causes tunnel vision. On my sport bikes I spent all my time with my eyes down on the road, watching out for cops and checking my radar detector. None of that left much time for smelling the roses. I knew an old cowboy who had a sign over his barn door that read, "Folks who ride in a high lope miss the fun along the trail." Maybe there is a certain amount of truth in that.

Whatever the cause, I now understand why people love their Harleys. It's "because they like the way it makes them feel when they ride it." Just like they said.

—Courtland French

How is getting laid like breathing air?
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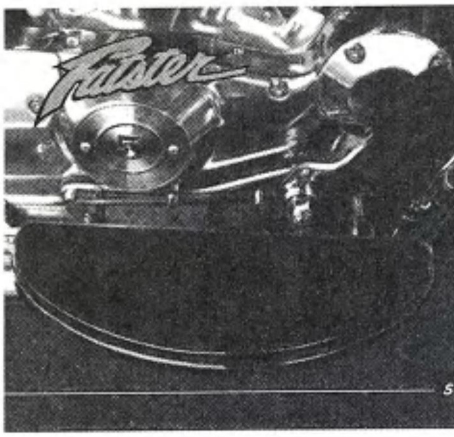

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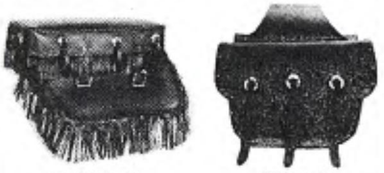

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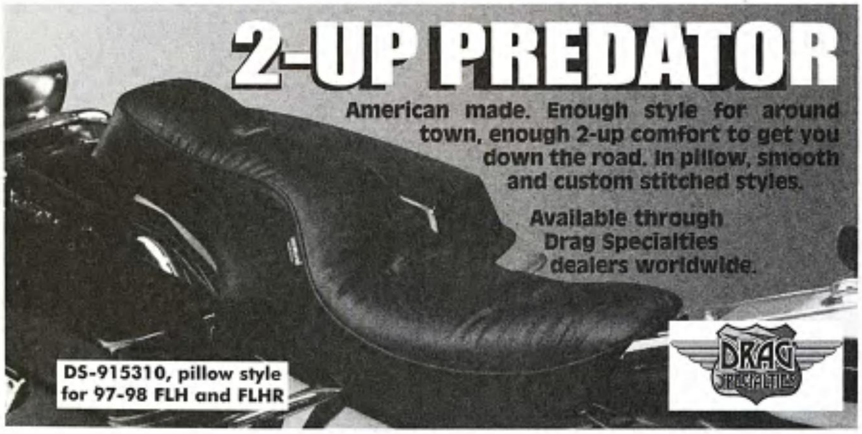

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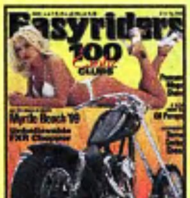

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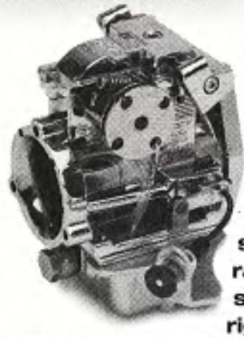

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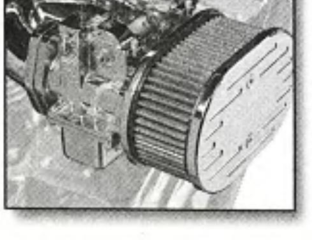

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Rip's Tips

Habits

I thought I'd get a little personal with this tech tip and tell ya a few secrets on how I travel around the country solo.

First off, I'll admit that over the years I've developed some bad riding habits, the primary one being that I speed too much. Besides costing me tons of money in fines, it's not the thing to do. It's like my San Berdoo homeboy Sammy Hagar sings, "I can't drive 55." Heck, I can't handle 65 or 75 for that matter, so it's mostly 80-85 mph on the interstate highways. While approaching a town of any size, I usually throttle back close to the legal speed limit.

I'm looking way ahead while I travel this fast, checking out the radar unit and riding in the center of the fast lane. That's usually the smoothest and most comfortable part of the road ... when it's not raining. At night, I ride closer to the centerline of a two-lane road, just in case a critter darts out in front of me. The same thing applies when riding on a four-lane freeway. That gives me a few extra feet to take evasive action if need be.

Staying in the fast lane keeps me from running up behind slower moving traffic and weaving from the slow lane to the fast lane. I've noticed that many people don't allow much room between their vehicle and the car in front of them. They're always speeding up or slowing down when they come up behind a slower vehicle. Then again, they don't enjoy seeing the larger field of vision around them as we bike riders do. Or maybe they just simply have a hard time judging distances.

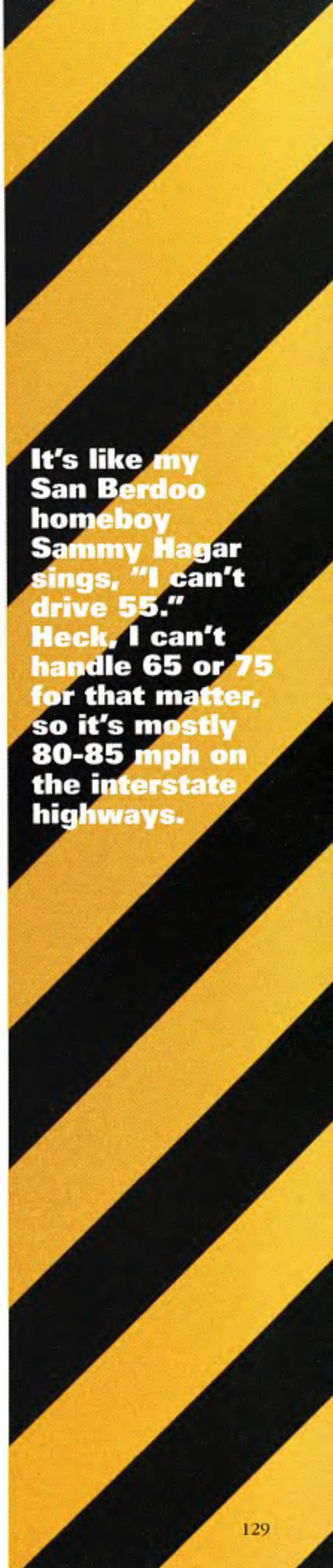
Semi truck drivers can see farther ahead because they sit up higher and their large mirrors enable them to spot a motor officer coming up from behind. That is, if it's not a plain wrapper (unmarked patrol car). When passing a car, I first check the license plate. If it's a state-owned auto, I look inside to see if it's a uniformed officer.

When stopped in town at a traffic light, I look for the buried wire that trips the traffic signal and park on it. In some towns, the city doesn't maintain that part of their road system, so I may have to wait for a car to come up to activate the mechanism. I signal the driver to come up closer so that the weight of the auto will make the light change.

Always pack your rain and cold weather gear. You may leave the house when it's warm, the birdies are chirping, and all feels right with the world. However, that doesn't mean it's gonna stay that way forever.

That's all for now. I'll be back next month with more road weary—I mean, road worthy—tips for ya.

—Rip



It's like my San Berdoo homeboy Sammy Hagar sings, "I can't drive 55." Heck, I can't handle 65 or 75 for that matter, so it's mostly 80-85 mph on the interstate highways.

Edelbrock

The Hot Rod Guys Power Up The Fathead

The motorcycle press was mighty eager to test Harley-Davidson's new rubber-mounted Twin Cam engine, when the factory announced in the spring of '98 that the Twin Cam would power all 1999 Dynas and touring models. As soon as the first bikes were introduced to the press, we got our big paws on the unsuspecting Hogs and put them through the rigorous paces of our testing routine.

Overall, we were positively impressed with the Twin Cam's smoother and stronger torque curve. We also liked its new styling, as it managed to keep up with the Company's heritage on the outside, regardless of its more progressive design on the inside. The Fathead had won our black hearts and was rumbling proudly into H-D history and dealerships the world over.

As weeks passed we got used to the Twin Cam 88, and, soon enough, we found ourselves wishing there were more oats in that porridge. Anticipating our reaction, and that of many riders, the folks at Harley-Davidson were smart enough to design and develop their own Big Bore performance kit, including larger cylinders and pistons as well as a new pair of camshafts. The Big Bore Kit would bump the stock displacement of 88 cubic inches to a rowdy and respectable 95 inches. We tried that killer combination, too, and took to it big time. It provided a lot more power, while keeping the engine well within the boundaries of safe operation. In other words, even the Big Bore Kit is a fairly conservative performance deal, and we just know you can get more ponies out of this pup.

Apparently, it was just a matter of time before one of the aftermarket industry's big players would get on the Twin Cam's case and offer more go-fast goodies for the new mill. The player in question is no other than Edelbrock, a company that established a solid reputation in the world of automotive performance, before it set off to conquer the motorcycle world a few years ago.

When Edelbrock contacted us to let us peek under the curtain at their motorcycle R&D department, we jumped at the

After an early morning blast, the pipes on the Edelbrock test mule were ticking something fierce!

elbrock

The nondescript prototype heads make it seem like the engine is still a stocker ... Wanna race for pinks?

chance, and here is what we saw. This red, black, and white custom bike is Edelbrock's official test mule. Not too shabby for a mule, don'tcha think! It's lowered and loaded with a mess o' chrome goodies and sports a striking paint job by Bill Carter at Doug's Custom Paint in Chatsworth, California.

This 1999 Low Rider is a test bed for Edelbrock's new Performer RPM Total Power Package for H-D Twin Cam engines. The package will include Edelbrock's QwikSilver carburetor, manifold, all new CNC-ported cylinder heads, and matching camshafts. Heading up the project are engineer Rod Sokoloski and H.P. Racing's Dale Pulde, of NHRA drag racing fame.

When we caught up with the project, Dale Pulde was testing a number of camshaft profiles to match the prototype heads designed by Rod Sokoloski. Rod is an engineer at Edelbrock and has been involved in designing high-flow intake manifolds and cylinder heads for NASCAR engines for years. It would be a gross understatement to say that the man knows a thing or two about how to properly feed an engine.

The prototype heads you see mounted on the Low Rider are actually OEM units.

They have been modified to receive larger 1.900 intake valves and 1.615 exhaust valves, and work with a compression ratio of 10:1. Although both valve and plug placement are unchanged, Rod did most of his work on the intake and exhaust runners. Rod thinks Harley-Davidson chose to keep the runners small on their stock heads, to prevent the loss of torque they thought would result from destroking the Evo. It probably made sense on a stock 88-cubic-inch engine, but bolt on a 95-cubic-inch kit and the poor critter is literally gasping for air! The Edelbrock heads will solve that problem for good.

Paired with a QwikSilver carb and custom ground camshafts, the prototype heads are good for a maximum corrected torque of 102 ft.-lbs. at 4,400 rpm, and 98 hp at 6,000 rpm. Even better, the torque stays above 85 ft.-lbs. throughout the entire rpm band! Rod adds that the camshaft's design plays a tremendous role in the engine's overall performance. This is where Dale Pulde's expertise was instrumental. He spent mucho time developing and testing various camshaft designs on his dyno, to ensure that Edelbrock's Twin Cam Power Package would pull optimum figures.

Numbers may be interesting, but they only tell you a small part of the story ... provided you speak their language. Since the real test for a motorcycle is the open road, we rode the Edelbrock mule for a couple of days and ran it through this writer's own onboard dyno—a contraption we all carry in our nether regions, commonly referred to as the seat of your pants.

First I was off to surface streets to inch through morning traffic on a busy road. To my surprise the engine pulled very smoothly. There was none of that big thumping and jerking that can be experienced at low speed with some large displacement stroker V-twins. Instead, the stock clutch seemed to harness the engine's impressive torque and made for a mind-blowing experience.

The next thing I noticed is how much the engine likes to rev. This would soon prove to be true, as I blasted down the freeway. I picked my target as I entered the onramp—an open space between two groups of vehicles. I aimed, twisted the throttle, and found myself shot onto the freeway like a bullet out of a gun. It felt awesome, and the Twin Cam roared with pleasure as we neared maximum power at around 6,000 rpm. I had to grip those flattrack handlebars like my life depended on it ... and it actually did! What was even more fun, was how comfortable the engine felt at high rpm. It was such a blast that I decided to stay in fourth gear for a while, just to listen to the music. This short stroke/big bore setup is more white knuckle fun than should be allowed, and should please the compulsive throttle twister as much as the average rider looking for the occasional thrills of passing a truck in the blink of an eye.

Although Rod and Dale are doing more experimenting on the Twin Cam Edelbrock Power Package, the stuff should be available to the public in its final form after the Indianapolis Dealer Expo (February 2000). We'll check it out again when it's out.

—Benoît Lambœuf

Sources

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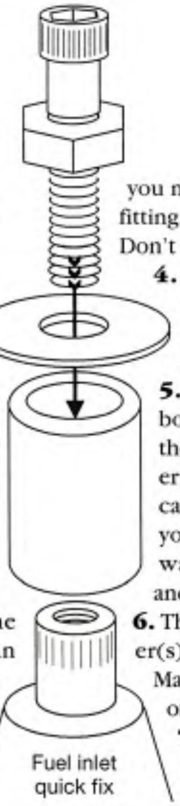
TechTips

TIM'S TIPS
MMI Master Wrench With A Quick Carb Fix

Following is the first in a series of Tech Tips by Tim Galbraith, Chief Instructor of the ER&P Program at the Phoenix Campus of the Motorcycle Mechanic's Institute. Tim will offer easy-to-follow tips for doing simple fixes in your garage. Take it away, Tim.



A common problem with OEM Keihin carbs is that the plastic fuel inlet elbow cracks or breaks. Harley sells replacements, but the task of removing the old inlet can lead to frustration and hair loss (from tearing it out). The following is a sure fire, painless method of extracting that pesky old fuel inlet. To begin with, you'll need the following items:

A good pair of slip joint pliers and/or side cutters. A tap wrench and a 1/4x20 tap. A sleeve or section of thick wall tubing, made of steel or aluminum of the following dimensions: 9/16-inch Inside Diameter, approximately 2-inch long. Both ends of the spacer must be cut perfectly square (I have found that one of the aluminum backing plate spacers from the H-D 5-speed XL Screamin' Eagle air cleaner kit works extremely well). A 1/4 x20 screw or bolt, with at least 2 3/4-inch of thread. A 1/4 x 20 nut with a large flat washer. The flat washer should have a large enough OD to cover the end of the spacer. A screwdriver (or allen wrench, depending on what you're using for a bolt) and one, or possibly two 7/16-inch wrench(es). Some tapping fluid, contact cleaner and a little Loctite, and a large vise, or small arbor press.

Got all that? All righty then, let's dig in:

1. First, disassemble the carburetor. You'll need to do this to allow thorough cleaning afterwards.

2. Now, the plastic portion of the old inlet must be removed. The easiest way to accomplish this is to simply break it off with pliers or side cutters. Be sure all the plastic has been removed.

3. Next, take a 1/4 x 20 tap and tap the brass fitting pressed in the carb body to at least 3/4-inch depth. Most of the time, this procedure doesn't require drilling the fitting, but if your tap is a little dull, you may find it expedient to drill the fitting, using the correct size tap drill. Don't forget the tapping fluid.

4. After tapping the old fitting, place your spacer over the fitting so it sits squarely on the boss of the fuel inlet area of the carb.

5. Now, thread the nut onto the bolt all the way up to the end of the threads and slip the flat washer on. If the only flat washer you can find has a hole that's too large, you can add another, smaller flat washer between the larger one and the nut for stability.

6. Thread the bolt with nut and washer(s) into the old fuel inlet fitting. Make sure you have at least 3/4-inch of threads into the fitting.

7. Now, turn the nut down until the washer contacts the spacer and use your 7/16-inch wrench to jack the old fitting out of the carb body. Use the allen key or the screwdriver to prevent the bolt from turning as you apply pressure to the fitting. The old fitting should pull out easily. Since the spacer keeps everything square, there is no binding or subsequent danger of breakage.

After removal of the old fitting, clean the carburetor thoroughly, using contact cleaner and compressed air. Before installing the new fitting, I like to add a light film of 272 Loctite to the brass section, just to insure there'll be no leaks. A word of caution here, before you install the new fitting: The elbow of the new fitting is a plastic composite, just like the one you removed. This stuff is very fragile and since you'll be putting pressure against the plastic end of the fitting, any misalignment or excessive force will put you back to square one. I have performed this procedure dozens of times by using a standard bench vise with no problems. Proper alignment of the fitting in the carb and of the carb in the vise (or press) is critical to success of this operation, so don't get in a hurry! Heating the carb boss with a small propane torch to expand the bore isn't a bad idea, either (as long as you don't get carried away). Also, make sure you have the elbow pointed in the right direction before you press it in—it won't be moving after you install it. If you don't mind spending a little money on a tool that, although I haven't personally tried it, should take a lot of suspense out of the

"pressing matter" involved in installation of the new fitting, Trock Cycle Specialties has a fixture designed to attach to the air cleaner flange of the carburetor and uses a swivel-foot screw to push the new elbow into place.

This procedure should make life easier for those of you who decided that a broken fitting isn't worth the pain and just decided to cram the fuel line over the remains of the broken fuel fitting.

Good luck and ride safe!

—Tim Galbraith

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American Thunder Project
Easyriders To Produce Monthly Segments On Speedvision

WHAT IS SPEEDVISION?

Speedvision is television on the move and is the first and only 24-hour cable network devoted to the millions of people who love motorsports. Speedvision features authentic coverage of major events with the stars and people who make it all happen. If it flies, drives or cruises, you'll find it on Speedvision (Some Speedvision races and programming seen on Fox Sports).

WHAT IS AMERICAN THUNDER?

American Thunder is a show dedicated to the great American motorcycle and those who love them, seen on Speedvision every week. Each episode offers tech and safety tips and segments on improving performance guaranteed to enhance every motorcycle enthusiast's appreciation of the bike they ride.

Easyriders has teamed up with Speedvision and American Thunder to build a custom Harley in 12 monthly segments. Each month, American Thunder will showcase different steps of the transformation from mild to wild, and *you* can follow along. In addition, *Easyriders* magazine is going to photo-document the entire process and include the build-up in these pages. Check your local cable listings for channel and airtimes of Speedvision, Fox Sports and American Thunder. If you don't have Speedvision, call your cable operator.

—John Morgan

Square the ring in the cylinder using the piston to push it in 1 inch.

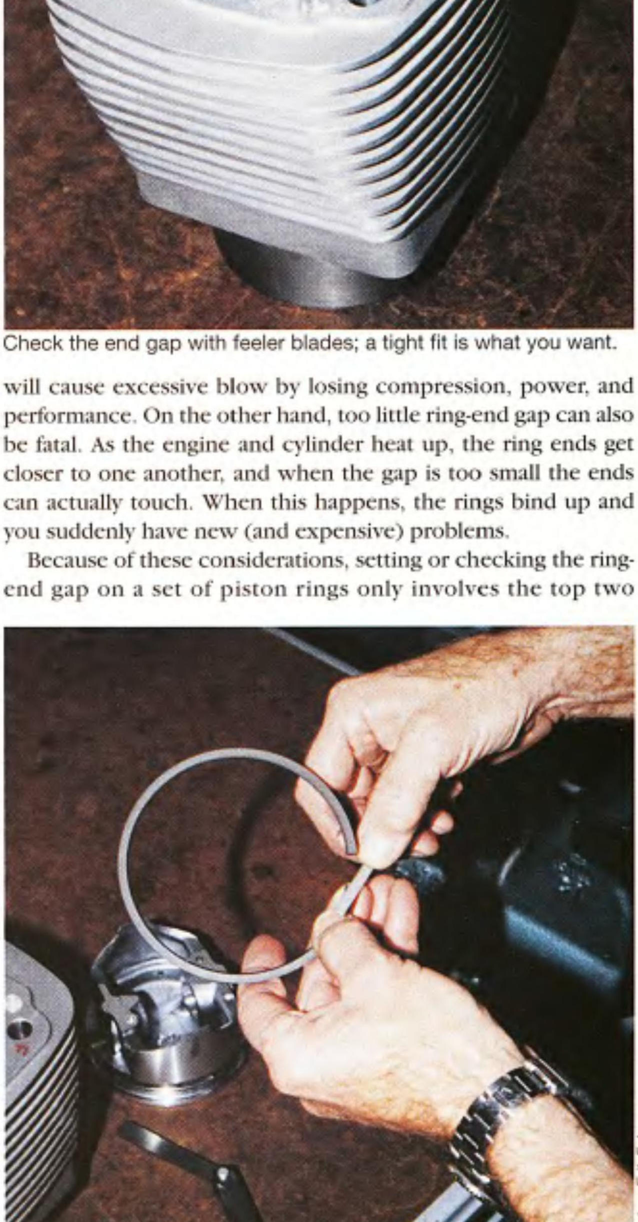
Check the end gap with feeler blades; a tight fit is what you want.

Grinding The Gap
Setting Your Piston Ring End Gap

Setting the ring-end gap on piston rings is an important step in building an engine. This procedure involves a minimal amount of time and should be done even if you are assembling your engine from a kit. This small step is important because it is twofold. First, too much gap between the ends of the compression rings will cause excessive blow by losing compression, power, and performance. On the other hand, too little ring-end gap can also be fatal. As the engine and cylinder heat up, the ring ends get closer to one another, and when the gap is too small the ends can actually touch. When this happens, the rings bind up and you suddenly have new (and expensive) problems.

Because of these considerations, setting or checking the ring-end gap on a set of piston rings only involves the top two

A ring grinder such as this one makes this job easy. Only grind one end of the ring.


Use a small, fine file to deburr the ring, keeping the edge nice and square.

Photos: Erik Falconer

compression rings. These two rings do all the sealing against combustion, making sure that the pressure from each firing stays in the cylinder and out of the crankcase. The oil rings, located in the bottom groove (or land) nearest the piston pin, function to keep the oil in the crankcase from getting into the combustion area. Their design of two thin steel rings and a tensioner, or spacer, does not require setting or checking in the manner of the top sealing rings, since they are preset by the manufacturer. I do know a few professional builders that take the time to check the oil ring gaps, so the choice is up to you.

So from here, we'll have a look at the steps involved to properly set the end gap on some rings. First of all, this is done one ring at a time, with each set of rings checked in their respective cylinder. To start, the ring is inserted into the bore, top-side up. Most piston rings have a dot on their top surface to make sure they are installed correctly. If this is not the case, the instructions that come with the ring pack will tell you otherwise, so pay attention. Compression rings installed upside-down will have the exact opposite effect of sealing and will actually allow oil to be pumped into the cylinder, causing all sorts of problems.

Anyhow, after the ring is slipped into the bore, use the piston to press it into the cylinder about an inch below the surface. This will square the ring to the bore, aligning it just as it would be on the piston. Remove the piston and set it aside, then grab your feeler blades and begin checking the gap. What you're looking for is a "press fit" with the feeler blades, not a loose fit. Finger pressure is all that's needed, but continue checking until the blades require some effort to push them into the ring gap. Once you get this far, check the feeler blades and see what your end gap is. If additional gap is necessary, ring grinders (such as the one in the photo) make this job a snap. Take small amounts off of one end of the ring and continue to check it until you get the proper end gap. After each trip to the grinder, use a small and fine file or stone to deburr the cut end of the ring.

Repeat this procedure for each compression ring and each cylinder. Ring grinders like the one we used here are available from Childs & Albert for around $80. You can also file the edge of the ring, but a grinder eliminates screw-ups and having to buy another set of rings. When you're through, give the ring packs a wash, and slip them onto the pistons. From here, you're ready to continue with your assembly.

—Wordman

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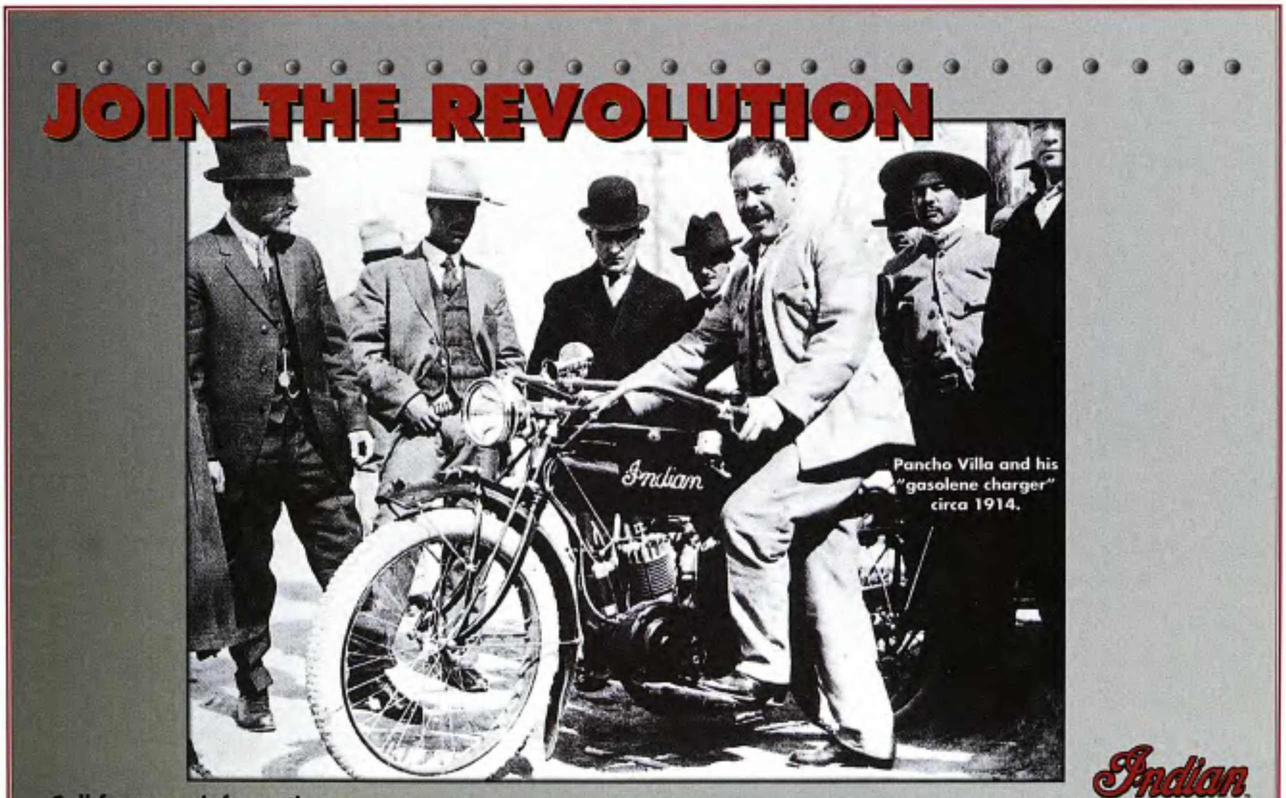

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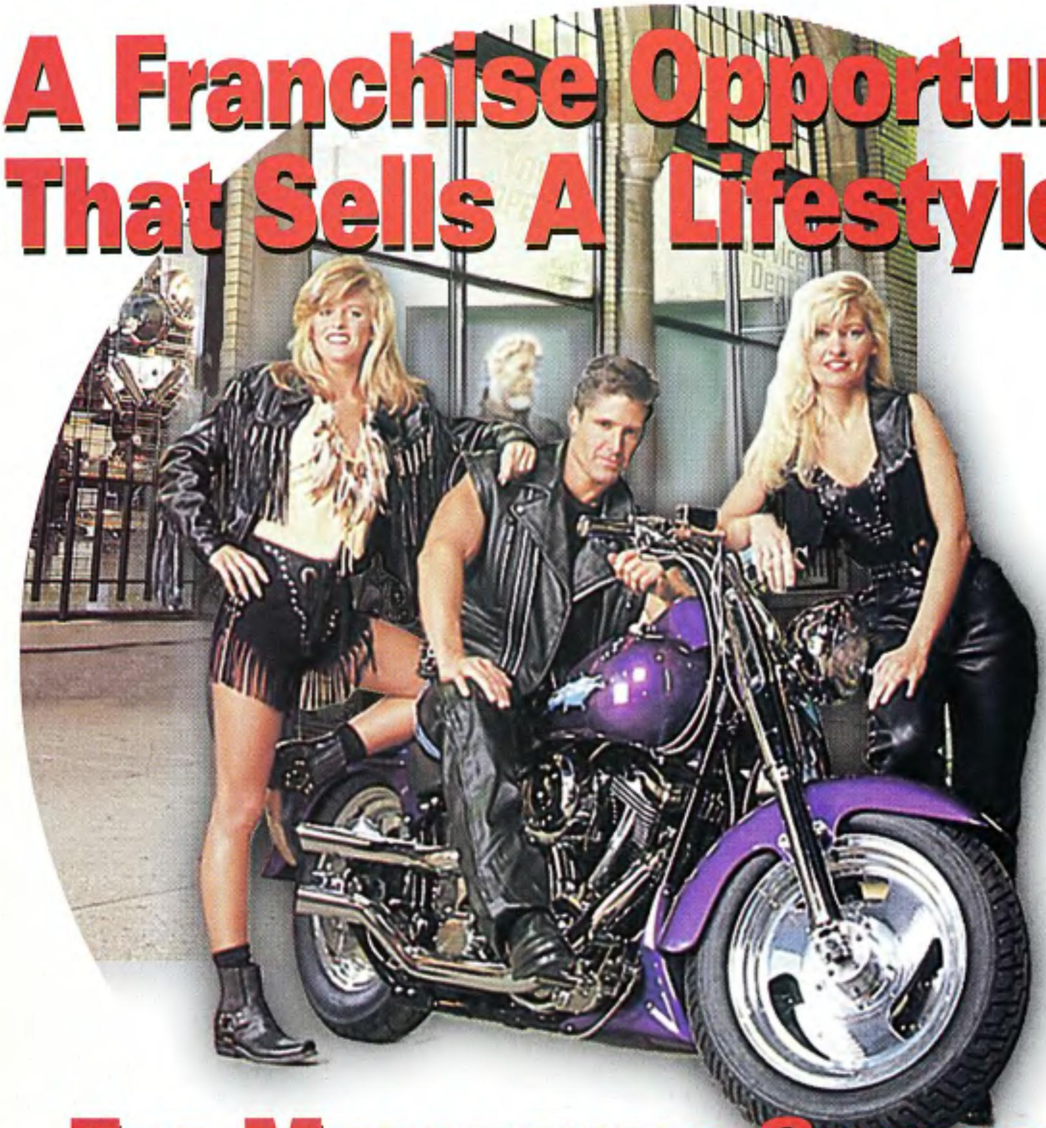

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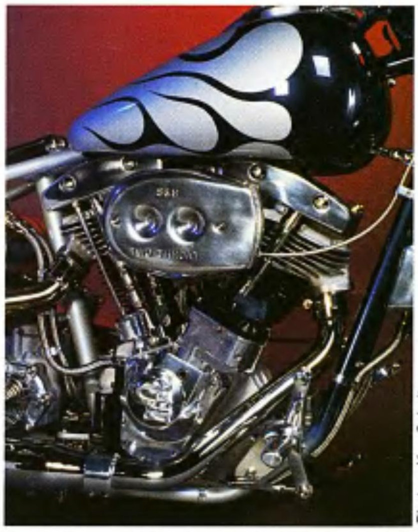
Ben Fries
Melbourne, Victoria, Australia
1993 Shovelhead

Pirelli tires, a drive chain, the glass in the mirror, and the S&S engine components comprise a short list of things that Ben Fries (B.F.) did not invent, modify, design or at least have a hand in making on this bike. The gas and oil should probably be listed as well. As of this writing, B.F. doesn't crack his own crude. The list of built-by-Ben handmade parts on this bike runs four legal-size pages of single-spaced type. Fortunately, space is limited here.

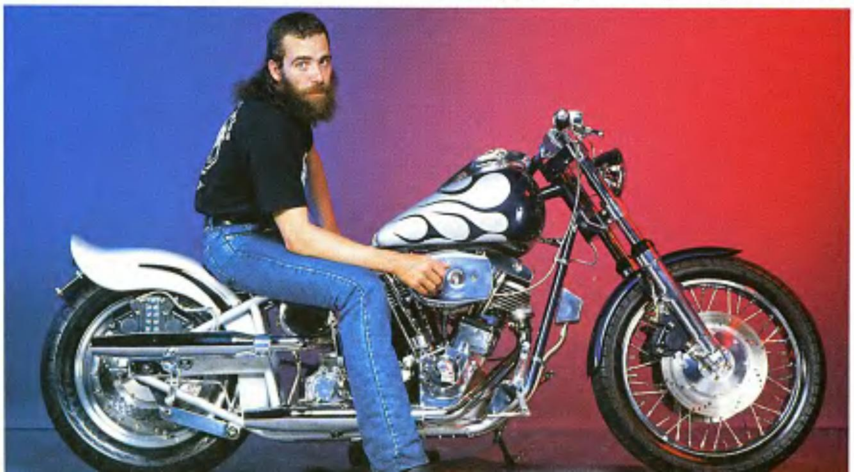
Ben is a silver and goldsmith by trade, an inventor by achievement, a perfectionist by professional mandate, and creator of specialized, ultra-trick, one-off, and limited-edition Harley parts by choice. He and his mate, Lady Cas, own Ben Fries Originals, a Bike-Art-On-Demand and Inventions-While-U-Wait shop in Melbourne, Victoria, Australia.

Ben gives special thanks to John Trease of HME Engineering in Melbourne, who balanced and set up the 4 1/2-inch stroke, all-S&S bottom end inside the Delkron cases. John also supplied the oil pump, the three-inch belt drive, and the exhaust manifold. A Fairbanks-Morse magneto provides ignition.

The special hardtail frame was built to B.F.'s specs by Mr. Blue's Engineering in Bayswater, known in the area for their championship-winning drag car chassis.



Photos: Ken Schultz



Joe Starline from Thomastown handled the lustrous color scheme, made up of blue pearl flames over a silver and blue base. Ben would like to thank Chris Nelson, RJ, and Rano from CNC Cycle Works in Dandenong, and Frenchie, Chris Beattie, and Ken Schultz for their various contributions to this six-year bike-building project. Ben thanks nobody for building the seat, 'cause nobody did. The seatmaker position is open, inquire within! For the rest of this 93-incher, a standing ovation, mate! —*Trash*

James Clark
Pittsboro, North Carolina
1988 Softail

In Norse Mythology there is a pleasant little tale wherein Aesir chains up Loki to keep him from playing his evil tricks. But Loki breaks loose one day and this frees all sorts of evil monsters and giants to attack the gods in the great battle of Ragnarok, the twilight of the gods. Odin will be devoured by the wolf Fenrir, who will then be killed by Vidar, a son of Odin. Terrible fights will rage among the gods and the forces of evil until finally the primeval god Heimdall and Loki come face to face and kill each other. The Earth will then be destroyed by fire, and the entire universe will sink back into the sea! This happy prediction aside, looking into the eyes of the wolf on James Clark's bike is to give rise to one's own little moment of adrenaline rush when the predator/prey instinct within us all gives our fight-or-flight mechanism a little tweak. James counts that fleeting moment high on the list of joys his bike gives him.

Though primarily stock, this flawless bike, which was built by James in concert with Jimmy Davis at J&D Custom Cycle in Morrisville, N.C., sets itself apart via the "Black Art" of Teresa Crane of Pompano Beach, Fla. The artwork was laid over a silver base coat, followed by four layers of House of Kolor Candy Blue followed by 12 coats of clear to produce a deep, rich appearance. The wolf's head is also painted on the front fender while the H-D bar and shield bursts through on the rear. The speedometer face has a wolf howling at the moon, while paw prints indicate the mph. Car alarms are detonated by the exhaust note, and survival alarms by the artwork. A pleasure to both the eyes and ears! —*Trash*

Photos: Billy Tinney

Ron McGuire
Austin, Texas
1969 Sportster

Just outside the trendy BMW, Mercedes, and Lexus-infested land of Austin, Texas, Ron McGuire's iron horse, known as the Midnight Special, roars through the hill country of the Lone Star State's capital. Ron, a fan of the good old rock 'n' roll era, has put a vintage 1969 900cc Sportster to the full stretch treatment with a chrome 1946 springer front end planted down on a 21-inch spoke wheel with a mini-drum front stopper. At the business end of the drive chain, a 16-inch chromed spoked rear wheel helps the rubber meet the road. The sidemount taillight helps McGuire keep the low profile he wanted (no hiked up frame look here), this was aided by the radical rake and 12-inch extension of the front end.

One look at the Midnight Angel on the fatbob tank, done by Bud Knoll, takes you back to when Creedence Clearwater Revival was *the* band. The custom solo seat was crafted from a carpet pad and a stop sign kindly donated by an unknown state of origin. The chrome forward controls and the 12-inch apehangers give Ron's bike just the right early-'60s look he dreamed about.

The Midnight Special took Ron many a midnight hour to build. It was a way for him to chill out from his life as one of Austin's entrepreneurs. And this is no product of a bike shop. Ron slaved two years building this beauty in his garage.

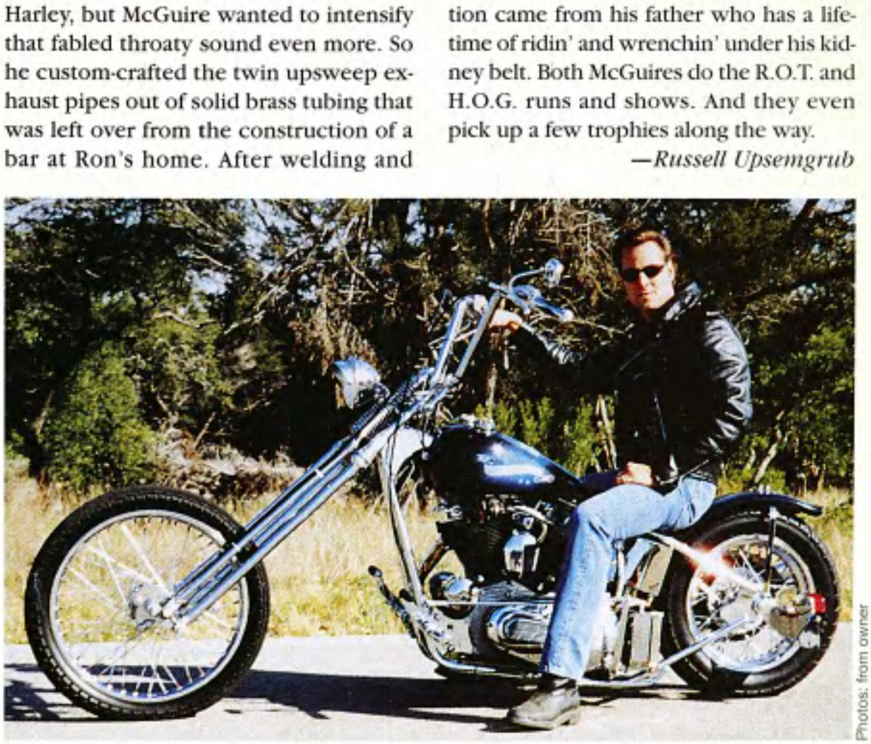
While the 900cc engine is all H-D, S&S now provides both the carb and air cleaner. Everyone knows there is nothing in the world that sounds like a

Harley, but McGuire wanted to intensify that fabled throaty sound even more. So he custom-crafted the twin upsweep exhaust pipes out of solid brass tubing that was left over from the construction of a bar at Ron's home. After welding and bead cleanup, Ron decided to hide the brass under a coat of nickel plating. He was afraid solid brass might be a little too tempting for local deputies. That's just one of the low-buck, work-with-what-you-have, tricks on this scoot.

You might think that with a chrome frame and chrome-covered engine that this would be a trailer queen. No way! The Midnight Special was made to ride. Ron makes the runs all over the hill country from his home in Southwest Austin. He freely admits the stars and comets on the tank and fender are just a ripoff from the midnight skies over Texas.

Ron's H-D roots run deep. His inspiration came from his father who has a lifetime of ridin' and wrenchin' under his kidney belt. Both McGuires do the R.O.T. and H.O.G. runs and shows. And they even pick up a few trophies along the way.

—Russell Upsemgrub



Photos: from owner

ReadersRides

P.T. Lewis
Savage, Minnesota
1995 Sportster

Throughout life, trying out new things will often knock you down a time or two before you get the hang of them. It is important that you try, try again. Remember the old saying: "If at first you don't succeed, keep on suckin' 'til ya do suck seed." I once tried a proctologist who had poor depth perception and I never tried again, but that's another story.

In 1995 a Harley Fund for P.T. was set up by her friend, Shelby, owner of the O'Malley's On Main tavern in Prior Lake and her customers, to help P.T. buy her first bike. She quickly followed up the benevolence by crashing on her first ride in the spring of '96. A lesser woman might have hung 'em up right then and there, but P.T. got up and tried again. When her leg mended and her pride recovered, this standup lady put the insurance money into a complete remake and customization of her Hugger. In doing so, P.T. made this bike and her self-respect stand tall.

Photos: Eric Akre

Enlisting the mechanical skills of Eric and Dan in the service department of Twin City H-D in Lakeville, P.T. upgraded the 883 to 1200cc with a new Buell top end and added an S&S Super "E" carb. Voigt Custom Color in Savage handled the artwork and paint, and Iron Bags from Eau Claire, Wisconsin, provided the leather saddlebags. The forward controls are by Accutronix, the seat is a Corbin Gunfighter with a removable backrest, and the pipes are by Cycle Shack.

In this world of political correctness and sexual harassment suits, I find that I must say... "This is one foxy chick on one fine motorcycle!" The judges at The World of Wheels cycle show in St. Paul thought so, too. They awarded P.T.'s pride first place trophies in 1997 and '98.

—Trash

"Government agents? Federal Bureau of Titties?!"

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Excelsior-Henderson's Super X Model HCX

Let's get one thing out in the open: This is not the most handsome bike we've ever seen. Without sounding too negative, this is one different-looking bike! But we aren't judging the book by its cover, so we'll withhold comments about the bike's aesthetics until we delve deeper into its innermost workings. In plain English, we're gonna keep our mouths shut about how it looks ... for now. Ergo, this month we'll give ya the lowdown on Excelsior-Henderson's Super X Model HCX. See, Harley-Davidson isn't the only one that can put a bunch a letters together for model names!

If you've been to any of the big events lately, like Daytona, Laughlin, or Myrtle Beach, you had the opportunity to check out Excelsior-Henderson's fleet by taking a few test rides. Of course, you had to stand in a line in the heat in front of their massive black trailer in front of all their merchandise (see a pattern here?). At least you got to ride one! In fact, that's exactly what we did in Laughlin this year. 'Course, we didn't have to wait in a line. That's called influencing the right people and getting there two hours early.

This bike not only looks different, it *feels* different. With a seat height of over 26 inches and an overall ground clearance of almost six inches, you sit pretty high off the ground. These measurements are based on a 180-pound rider. I don't know about the rest of you, but some of us haven't seen the 180-pound mark for quite some time. Being over 180 pounds didn't make much difference; however, you still felt too high in the saddle. Excelsior-Henderson is using a wider style of handlebars than most types of production motorcycles. Combined with the slightly forward footboards and tapered seat, this will put you in a comfortable riding position. Why is the seat tapering important? Ever ridden a long time and have the end of the seat dig into your ... legs? Not on this puppy.

The immediate detail you'll notice is the sound. I'm not talking exhaust, here; I'm talking about those springs. You'll get used to the sound of those big things vibrating in front of you. It's kinda like being in a strip club for the first time ... strange at first but once ya get settled, it's easy to sit back and enjoy the experience. This bike isn't light. At a dry weight of nearly 650 pounds, you may find it a little stiff in the turns initially, but you get used to it. Get the feeling we weren't impressed? Sometimes the

marketing was so overpowering that we expected to be blown away with the bike's performance.

All things considered, this bike is fun to ride! Once you get past the newness and settle into it, you *will* enjoy riding around on your very own piece of nostalgia. This bike is not meant for canyon-burnin' rides, but for the long haul. The seat is set higher than most, but the ride is smooth and comfortable. The controls at both the hand and foot are easy to reach and operate. There *is* one major thing you need to be careful of as you tool down the road: cagers! As people ride by you, they have a tendency to ogle the bike, even at freeway speeds. This causes them to forget their fast speed and start drifting toward ya! So be careful.

Looks are almost as important as safety. What's up with this bike that makes everyone so eye-popping nuts? We asked Brad Bannister, Excelsior-Henderson's media relations honcho, about the look. He told us, "We [Excelsior-Henderson] built these bikes on the premise that the model you see here is what the original bikes would have evolved into, with today's technology, had Excelsior stayed in business." They did stay true to the design with the forks going into the fender and not around it. Final opinion? We found a few things we would change if it were ours, but, overall, it was a good ride. And at $18,000, it's in a price range that's not out of too many budgets. In fact, our own Editorial Director, Keith Ball, just purchased one, just in time to break it in and ride to Sturgis this year. After that, who knows what customizing lies in store, so stay tuned for details!

For more information on Excelsior-Henderson and their bikes call (612) 873-7000, or steer the nose of your Web surfboard to www.excelsior-henderson.com.

—Sherwood O'Dunner

Manufacturer: ..Excelsior-Henderson
City: ....Belle Plaine, Minnesota

General
Year/make: ....1999 Super X
Model:....................................HCX
Time:.................................6 weeks

Dimensions
Length: ....92.5 inches
Width: ....39.5 inches
Height:..........................52.5 inches
Wheelbase: ....62.9 inches
Ground clearance: ....5.9 inches

Weight
Dry weight: ....675 lbs.
Gross Vehicle Weight...........1140 lbs.

Engine
Year/model:....1999 50-degree X-Twin
Displacement:........85 cubic inches
Bore x Stroke: ....3.66 x 4.02
Compression ratio: 9.2:1
Fuel system: ....port sequential, closed loop fuel injection
Starting system: ....electric
Lubrications system: ....pressure lubrication, dual scavenge
Air cleaner: ....dry paper/wire mesh
Pipes: ....dual staggered

Transmission
Type: ....5-speed, constant mesh
Primary reduction system: ....wet multi-gear drive
Primary reduction ratio: 1.75:1
Clutch:......................wet multi-disc
Belt drive: ....high-performance synchronous

Chassis
Frame type:................tubular steel, double cradle
Front suspension: ....leading link, double strut system
Rear suspension:....adjustable, gas charged system
Caster angle: ....30 degrees
Trail:.............................6.25 inches
Steering angle:............±43 degrees
Turning radius: ....7.6 feet

Paint
Painter: ....E-H
Color: ......Raven Black, Henderson Blue/metallic silver

Accessories
Instrumentation:........speedometer, tachometer, fuel gauge, odometer/ trip meter
Gas tank: 5.75-gallon
Oil tank:...........................3.5-quart
Headlight: ....7-inch, chrome, halogen sealed beam
Pegs: ....footboards
Seat: ....two-up
Mirrors: ....convex

Wheels

Front
Type:........stainless steel, 40-spoke
Size: ....3.0 x 16
Tire:..........................Dunlop Elite II
Brake: ..11.5 x 0.236, floating disc, 4-piston caliper

Rear
Type:........stainless steel, 40-spoke
Size: ....3.5 x 16
Tire: ....Dunlop Elite II
Brake: ..11.5 x 0.236, floating disc, 4-piston caliper

Photos: ....Markus Cuff

"If you really want to tempt Adam,
I've got something back here that'll work better than any old apple."

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ComingAtYa

It's the November issue, and that means it's time for yams and gams, hooters and shooters, mashed taters smothered in gravy, and mom's pumpkin pie (braaapp!). It's also time to give thanks for the things that make life sweet for every red-blooded American biker—loud bikes, cold beer, and hot women. Easyriders #317 offers all that and more with the lascivious Laconia Rally & Races, the rowdy Red River Run, Harley-ridin', hard-partyin' country band Montgomery Gentry, and the new Harley-Davidson model lineup for the year 2000. Plus, there's a true road tale about a 400,000-mile Evo, plenty of cranberry-injected humor, and the finest females ever to straddle a stuffed Thanksgivin' Hog. It's guaranteed to grab yer gobbler, pilgrim.

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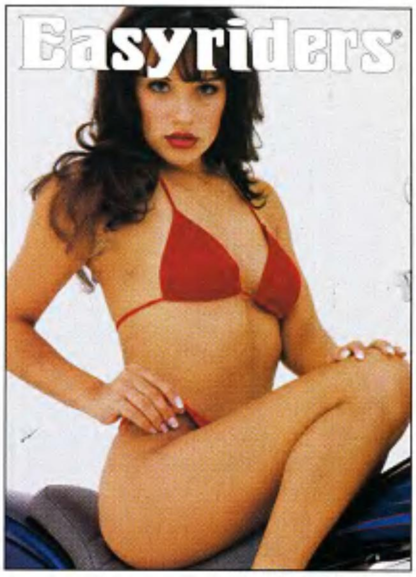
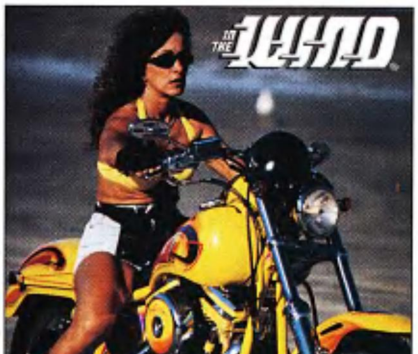


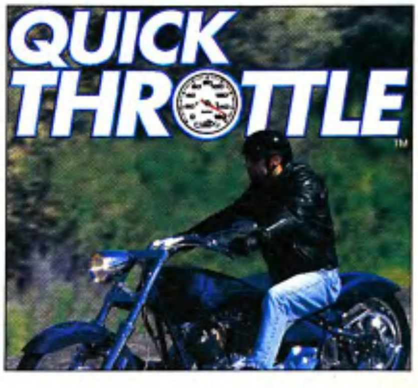
Because we only say no if you ask us if we've had enough, we're fillin' this one to the brim with Laughlin and Biketoberfest, a polishing tech, tips on how to buy a Pan, and plenty o' bare breasts. *On sale now*



The T's have it in November's issue of *Wind.* We view the wildest T-shirts in bikerdom and a gallery of readers' photos from Daytona '99. Plus, a 32-page special on the Easyriders Bike Show. *On sale now*

Escape into the pages of *VQ,* where Wall Street meets Thunder Road, where two-wheeled treasures are uncovered in the world's most exclusive places. Unleash your dreams ... *On sale now*

November's *Quick Throttle* is a gearhead's paradise, with everything from dent repair to tranny maintenance. We'll also recap the IHRA season, look back at Laughlin, and road test a Pure Steel Dagger. *On sale now*



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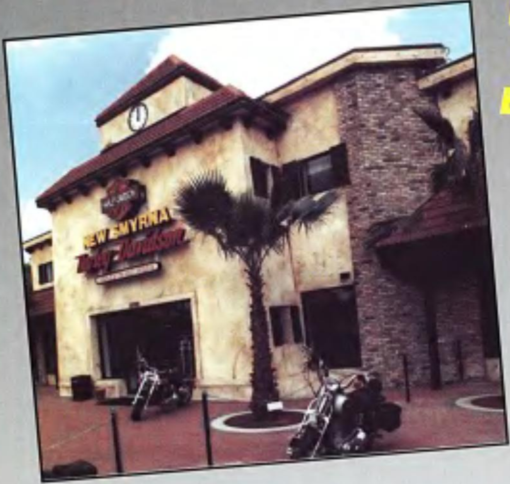

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